
City of Bombay Improvement Trust.

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ADMINISTRATION REPORT

FOR THE

YEAR ENDING 31st MARCH 1911. & 1911



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City of Bombay Improvement Trust.

BOARD OF TRUSTEES.

As at date of Report (1st October 1911).

1. The Hon'ble Mr. J. P. ORR, I.C.S., J.P. *Chairman.*

2. Lieut.-Colonel H. R. VAUGHAN, General Officer Com-
manding Bombay District. } *Ex-officio Trustees.*
3. E. L. SALE, Esq., I.C.S., J.P., Collector of Bombay ... }
4. P. R. CADELL, Esq., I.C.S., J.P., Municipal Commis-
sioner for the City of Bombay. }

5. SIR BHALCHANDRA KRISHNA BHATAWADEKAR, Kt.,
L.M., J.P. } *Elected by the*
6. DINSHA EDULJI WACHA, Esq., J.P. *Corporation.*
7. The Hon'ble Mr. IBRAHIM RAHIMTOOLA, C.I.E., J.P. ... }
8. NOWROJI JEHangIR GAMUDIA, Esq., J.P. }

9. G. E. LILLIE, Esq., F.C.H., J.P. *Elected by the Port*
Trustees.

10. A. M. TOD, Esq., J.P. *Elected by the Cham-*
ber of Commerce.

11. The Hon'ble SIR SASSOON J. DAVID, Kt., J.P. ... *Elected by the Mill-*
owners' Associa-
tion.

12. E. M. PROES, Esq., A.M.Inst. C.E., J.P. } *Nominated by*
13. The Hon'ble SIR VITHALDAS D. THACKERSEY, Kt., J.P. } *Government.*
14. J. S. WARDLAW MILNE, Esq., J.P. }

City of Bombay Improvement Trust.

PRINCIPAL OFFICERS OF THE BOARD as on (1st October 1911).

Engineering Staff.

- R. J. Kent, Esq., J.P., A.M.Inst.C.E., Trust Engineer.
 J. F. Watson, Esq., J.P., B.E., A.M.Inst.C.E., Deputy Engineer.
 N. D. Katrak, Esq., L.C.E., Assistant Engineer.
 F. G. B. Hawkins, Esq., A.R.I.B.A., Architect.

Land Manager's Department.

- M. S. Bharucha, Esq., L.C.E., Land Manager.
 R. H. A. Delves, Esq., F.S.I., Deputy Land Manager.
 H. P. Matbar, Esq., L.C.E., Assistant Land Manager.
 D. J. Samson, Esq., L.C.E., Assistant Land Manager.

Medical Officer.

- Dr. A. P. Cama, L.M. & S.

Secretary and Chief Accountant.

- W. N. Shilstone, Esq., J.P.

City of Bombay Improvement Trust.

ADMINISTRATION REPORT, 1910-1911.

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City of Bombay Improvement Trust.

Annual Report for 1910-11.

1. The year 1910-11 was the twelfth complete year of the Trust's existence and was marked by a thorough overhauling of the Trust's finances, which ended in October 1910 in the submission to Government of a forecast showing that, save for a margin of 16 lakhs, the Trust's existing and future resources were all hypothecated to the completion of their sanctioned programme. The Trust, (*vide* Appendix M-1), appealed to Government for the financial assistance necessary to enable them to extend their programme, so as to include the important works which Government in Government Resolution No. 3022 of 14th June 1909 had recognised as essential to the improvement of the City, and in particular asked for a grant of 50 lakhs out of the Government of India's handsome surplus of 1910-11. Thanks to the advocacy of H. E. the Governor in Council and the Government of Bombay, the Government of India acceded to this request, and on 1st April 1911 the 50 lakhs was paid to the Trust. The question of supplementing the Trust's revenue by additional resources is still under the consideration of the Trust, the Municipality and Government.

Introductory.

2. The usual appendices giving a synopsis of the Trust's work up to date under different heads are appended to this report. They are summarised below :—

Statistics of Trust's work to date.

Appendix A.—A synopsis of the Trust's Capital Account transactions, showing how 426 lakhs have been spent on the City, *viz.*, 28* on the development of building estates on certain Government and Municipal lands temporarily vested in the Trust and 398† on the acquisition and development of the Trust's own estates.

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Appendix B.—A synopsis of the Trust's General Account transactions, showing how the burden of Interest and Sinking Fund charges to date (104 lakhs) on the Capital (450 lakhs) borrowed by the Trust has been distributed between Government (12 per cent.), the Municipality (22 per cent.), and the Trust (66 per cent.), and how the nett contribution (35½ lakhs) received by the Trust from Government and the Municipality towards these charges amounts to only Rs. ¾ lakh more than the Capital the Trust have sunk in the Government and Municipal lands which are temporarily vested in the Trust. In a Supplementary Statement; Appendix B.-4, the Municipality's actual contributions to the Trust under Section 72 are compared year by year with the maximum contemplated by that section; they fall short of the maximum by over 43 lakhs.

Appendix C.—A statement showing year by year the loans raised by the Trust with the interest paid on each loan and the Sinking Fund accumulated to date. Totals Rs. 450 lakhs raised ; Rs. 9 lakhs payable as half-yearly interest ; Rs. 11½ lakhs accumulated in Sinking Fund.

Appendix D.—A list of Trust estates as at the end of 1910-11 showing how far they have been developed. Total developed area 13·5 lakhs, square yards valued at Rs. 300 lakhs undeveloped 52 lakhs square yards acquired at a cost of Rs. 128 lakhs. Four statements comparing the Government and Municipal lands vested in the Trust with the original grants under Schedules **C** and **D** are also appended.

Appendix E.—A list of the schemes undertaken by the Board showing the area and cost involved in each, the progress made in 1910-11, the further work to be done and the estimated cost thereof ; aggregate cost 577 lakhs, including 403 lakhs spent to end of 1910-11.

Appendix F.—A tabular statement showing the area acquired in each Scheme with cost of acquisition and estimate of future cost. Total 32½ lakhs square yards acquired for nearly Rs. 314 lakhs ; 22½ lakhs square yards yet to be acquired at a probable cost of Rs. 77½ lakhs.

Appendix G.—A tabular statement showing the progress made in leasing building sites on the Trust's developed estates. Total 432 sites, leased at annual rentals aggregating a little over 7·4 lakhs, leaving 380 with rentals aggregating 5·5 lakhs yet to be leased.

Appendix H.—A list of Police Accommodation Schemes undertaken by the Trust, showing that in 7 completed schemes accommodation for 21 officers and 392 men with their families and 19 horses has been provided on sites aggregating 20,118 square yards in area, at a cost of Rs. 11,82,523, on which Government have to pay the Trust Rs. 55,166 as annual rent.

Appendix I.—A list of chawls constructed for the poorer and working classes by the Trust, showing that in 44 completed chawls accommodation for 13,207 adults has been provided on sites aggregating 60,257 square yards in area at a Capital cost of Rs. 34,40,297, while Rs. 2,66,760 have been expended to date on 6 more chawls as yet incomplete. Annual rent of completed chawls from Rs. 2/4 to Rs. 4/8 per room, aggregating Rs. 1·7 lakhs per annum. Capital cost per adult accommodated Rs. 260.

Appendix J.—A list of roads constructed by the Trust. Total 40 roads aggregating 11·3 miles in length and 270,796 square yards in area, handed over to the Municipality including 125,966 square yards handed over in 1910-11 ; 42 others complete and 8 incomplete aggregating 5·4 miles in length and 1,11,425 square yards in area yet to be handed over. Cost of roads to date 70 lakhs for acquisition and Rs. 18 lakhs for construction. Total Rs. 88 lakhs.

ACQUISITION.

3. There were two Special Collectors, *viz.*, Messrs. J. D. Framji, Bar.-at-Law, and E. J. Bolus, I.C.S., engaged in acquiring land for the Trust under the Land Acquisition Act during the year ; but it was only for three months that they were both working at the same time ; for the remaining nine months one was at work and the other on leave.

Acquisition of
Land.
(a) Collectors'
Cases.

Including the balance of 791 cases opened but not concluded by the close of the year 1909-10, 977 land acquisition cases came before the Special Collectors during 1910-11, and of these 522 remained undisposed of at the end of the year. In the 455 cases disposed of, awards aggregating Rs. 43,14,612 were made for land aggregating 690,290 square yards, an average of Rs. 6·25 per square yard.

The year's record is second only to that of the year 1909-10, when 859 cases were disposed of and about eleven lakhs of square yards acquired by the same two Special Collectors working simultaneously throughout the year.

The area acquired was about 27 per cent. of the area acquired in all the previous eleven years together. Details are given Scheme by Scheme in Appendix **K**.

The total of awards (Rs. 43,14,612) was the largest for any year, except the year 1904-05, in which the amount spent on acquisition was Rs. 52,10,917.

The distribution between cases settled and cases fought out was as follows :—

Settled amicably.			Fought out			Total.		
No. of Cases.	Area.	Amount.	No. of Cases.	Area.	Amount.	No. of Cases.	Area.	Amount.
	Sq. yds.	Rs.		Sq. yds.	Rs.		Sq. yds.	Rs.
118	132,763	15,79,843	337	557,527	27,34,769	455	690,290	43,14,612

It is satisfactory to note that over one-fourth of the cases were settled. The points of contention in the several principal cases are fully set out in Appendix **L**.

The Principal Cases heard by the Special Collectors in the year were as follows :—

Scheme No.	Case No.	Date on which		Owner's Name.	Area	Claim.	Trust's Valuation.	Collector's Award.	REMARKS.
		Case opened.	Award made.						
Princess Street II	... 172, 173, 174, 192, } 308, 311, 313A, } 321, 330, 331 }	14th December 1910	16th December 1910	The Collector of Bombay	Sq. yds. 2,249	Rs.	Rs. 3,62,395	Rs. 3,62,395	Settled. Government leasehold lands on Carnac Road.
"	188	8rd March 1911	4th March 1911	Do.	401	.....	.....	63,028	Settled.
Dadar-Matunga V	493, 492	1st July 1909	13th April 1910	Vinayek S. Land	21,220	1,70,101	51,175	51,175	Do.
Navroji Hill Improvement XXIX.	272, 273, 274, 275	30th January 1908...	5th May 1910	Haji Esmail Gulmahomed	3,388	1,66,736	90,496	86,000	Do.
"	62, 365, 372, 268, } 260, 256, 241, 239, } 168, 179, 188, 320, } 224, 223, 233, 228, } 330, 244, 237, } 120A, 107, 108, } 144A, 140A, 167A, } 166A, 178, 217, } 255, 205, 361A, } 219, 378, 226, 271, } 229, 234 }	21st February 1908	20th June 1910	Jalbhoj Ardesher Sett	6,833	.....	1,76,188	1,75,000	Do.

The Principal Cases heard by the Special Collectors in the year were as follows :—*contd.*

Scheme No.	Case No.	Date on which		Owner's name.	Area.	Claim.	Trust's valuation.	Collector's Award.	REMARKS.
		Case opened.	Award made.						
Parel XXXI	30	23rd December 1908.	29th June 1910 ...	Bai Dinbai, widow of Navroji Cavasji Bamji.	Sq. yds. 6,088	Rs. 94,600	Rs. 55,884	Rs. 55,000	Settled.
"	58, 60	14th May 1909 ...	18th August 1910 ...	Bai Sarabai, wife of Saleh Mahomed Haji Ahmed.	4,871	...	65,452	64,500	Do.
"	44, 45	29th March 1909 ...	21st October 1910 ...	Erachji Edalji Madon and Bai Pirojbai.	8,624	1,15,658	67,792	67,000	Do.
"	9	21st August 1908 ..	13th January 1911...	Bomanji Pestonji Vateia ...	1,647	97,467	59,401	60,000	Do.
Chhnam Kilu Road XXXVI.	1	30th January 1911...	31st March 1911 ...	Kisondas Tribhovandas Mangaldas and Framroz Sorabji Joshi.	2,390	...	59,000	59,000	Do.
Dadar-Matunga V	474	18th August 1908 ...	30th November 1910.	Vasantrao Anandraso Dabholkar and others.	50,785	3,48,206	69,830	88,874	Fought out. Referred to Tribunal.
Sion-Matunga VI	966	6th August 1909 ..	22nd December 1910.	Anant Narayan Dalvi ...	45,020	...	91,040	91,000	Fought out.
Navroji Hill XXIX...	95	21st January 1908...	20th October 1910 ...	Meherali Mahomed Fakira ...	488	65,176	50,875	50,875	Do.
Parel XXXI	98	6th January 1910...	28th September 1910.	Haji Esmail Haji Ibrahim ...	4,931	1,03,721	71,355	74,243	Fought out. Referred to Tribunal.
"	89	25th November 1909	29th September 1910.	The Executors of Jamshedji Cavasji Tadiwalla.	7,531	67,660	49,189	49,533	Fought out.
"	12	21st August 1908 ...	Do.	Nusserwanji Framji Dhanjibhai Batliwalla and others.	16,033	2,52,729	94,473	1,17,967	Fought out. Referred to Tribunal.
"	42	29th March 1909 ...	27th October 1910 ...	Bai Sunabai, widow of Bezonji Navroji Bamji.	30,464	8,46,179	1,40,747	1,55,727	Do.
"	15	16th October 1908...	26th October 1910 ...	Dhanjibhai Rustonji Wadia and Framji Rustonji Wadia.	58,439	8,11,252	3,99,237	4,32,697	Do.
"	43	29th March 1909 ...	19th November 1910	Fardunji Shapurji Madon ...	18,674	2,65,535	1,33,240	1,44,298	Do.
"	48	Do.	2nd December 1910	Bai Cooverbai M. C. Damanwalla and others.	8,788	1,25,851	68,084	75,103	Do.
"	4	20th August 1908 ...	3rd December 1910	Bai Bachubai Jehangir Jivanji Gazdar.	15,407	4,37,729	2,04,144	2,26,356	Do.
Bhatwadi XXXIII	16	11th February 1909	20th April 1910 ...	Mulji Shivji ...	442	62,852	48,710	50,449	Fought out.

Acquisition of Land.
(b) Tribunal Cases.

4. Including the balance of 5 cases opened, but not concluded by the close of 1909-10, 29 References for revision of awards (exclusive of those for apportionment only) in land acquisition cases came before the Tribunal of Appeal during 1910-11, and of these 9 remained undisposed of at the end of the year. The 20 References disposed of may be divided into three classes, viz., those contested, those settled, and those allowed to be withdrawn by the Court or dismissed for non-appearance of the claimants before the Tribunal.

There were 5 contested References. The Collector's awards were increased in two cases and confirmed in the remaining three.

There was one settled Reference in which the total amount of excess awarded over the Collector's award was Rs. 2,299.

Out of the remaining 14 References, 1 was dismissed by the Tribunal on account of non-appearance of the Claimants, and the remaining 13 were allowed to be withdrawn by the Court.

The following statement compares Owners' Claim, Trust Valuation, Collector's and Tribunal's Awards in the 5 contested and 1 settled References :—

Scheme.	Case No.	Owners' Claim.	Trust Valuation.	Special Collector's Award.	Tribunal's Award.	Number of hearings.	REMARKS.
		Rs.	Rs.	Rs.	Rs.		
Sandhurst Road III...	107A	78,303	34,320	40,680	40,680	5	
Dadar-Matunga St. V.	258	1,88,657	40,427	53,904	53,904	5	
Sion-Matunga St. VI.	2-3-5-6 & 7	34,660	10,196	13,864	13,864	2	
Navroji Hill Improvement XXIX.	370	5,054	1,245	1,853	3,803	5	
Do. XXIX...	379	20,421	11,176	12,287	13,997	13	
Do. XXIX...	295 & 296	47,483	21,979	23,401	25,700	1	
	Total ...	1,19,343	1,45,989	1,45,989	1,51,948		

It will be seen that the Tribunal's awards exceeded those of the Collectors by only Rs. 5,959, i.e., 4 per cent. Besides the 31 sittings shown here, the Tribunal had only 25 other sittings in the year, all in an important test case in Parel, which was decided in 1911-12, and yet the total cost of the Tribunal was Rs. 32,182 in 1910-11, exclusive of Counsel's and Solicitor's bills which amounted to about Rs. 27,000.

(c) High Court
Cases.

5. In 1910-11 there was no reference to the High Court against the decisions of the Tribunal of Appeal either by the owners of the acquired properties or by the Trust.

WORKS.

Works, General.

6. The energies of the Engineer's Department were in 1910-11 mainly devoted to the completion of chawls commenced in 1909-10 and to putting the finishing touches to Sandhurst Road and a number of smaller roads.

On departmental works the year's expenditure was made up mainly of 1½ lakhs on chawls and ½ lakh on roads, while on contract works about 3 lakhs was paid to Messrs. Marsland, Price & Co. for their ferro-concrete chawls at Nagpada and Supari Baug, about ¼ lakh to Messrs. Ramchandra Balaram and Dhondiba Panduji for filling in schedule lands in East Agripada, and about

¼ lakh to Messrs. Ragoo Babajee & Co., for laying the small railway and filling in work in the north of the Island. The total amount spent on works in 1910-11, exclusive of management and establishment charges, was Rs. 6.15 lakhs.

Details for the different classes of Estates are given in the next 6 paras.

7. The annual repairs to the Kennedy Seaface Wall were carried out at a cost of Rs. 16,807. The old wall still continues to give trouble ; long lengths of crib work had to be repaired, and during the early part of the monsoon several yards of the heavy stone coping of the pukka masonry wall were removed bodily by the force of the sea.

Works,—
i. Vested lands,
Schedule C.

A certain amount of filling in was done at Chaupati in the plots near the Hill, and a Tennis Court was provided on the Recreation ground for the use of the Trust's Lessees and their tenants.

Repairs to the Hornby Road Estate were completed and the remaining portions of footpaths were paved with Cuddapah stone slabs.

Tree-planting operations were continued ; 20 young Albizzia Richardiana were received from Calcutta and planted round the Recreation Ground at Chaupati. These appear to be very hardy, and as the species is hardly known in Bombay, their ability to weather this monsoon is being watched with interest.

The mosquito campaign was continued. Most of the roof tanks are now provided with tight fitting covers, and the Lessees are beginning to appreciate the advantage of eliminating mosquito breeding places.

8. Certain low-lying and unhealthy swamps in Fazandari lands in the neighbourhood of Ripon Road were filled in, and a cricket ground and tennis court were laid out in Agripada Estate.

ii. Vested lands.
Schedule D.

9. At Colaba Reclamation the remaining footpaths were paved, some with cement concrete and some with Cuddapah stone slabs.

Vested lands.
Schedule E.

To enable the public to have easy access to the seashore, reinforced concrete steps were constructed in two places in the rubble slope of the Colaba Reclamation.

10. The Engineer's office hours, when not taken up with routine, were principally devoted to the development of the large areas to the north of the Island in Schemes V (Dadar-Matunga), VI (Matunga-Sion) and XXXI (Parel). The proposed lay-out of Schemes V and VI has been submitted to the Board for approval, which has been withheld pending the receipt of comments from the various public bodies, to whom the schemes have been sent for criticism.

Works in Schemes.

The detailed estimates for the Engineering Works in Schemes V and VI were under preparation, but they cannot be completed until the Board have finally approved of the development.

The levels of the roads, according to the proposed development, and the sizes and grades of the surface water drains for the drainage of the whole area comprised

in Scheme V (Dadar-Matunga) have been settled and will be submitted for final adoption after discussion with the Municipal Drainage Engineer.

With a view to obtaining earth for the large filling-in operations involved in the Dadar-Sion Schemes (V & VI) negotiations were pressed on for the acquisition of Rawli and Salamati Hills, and the Trust are now in possession of the latter. Rawli Hill belongs to the Salt and Military Departments, and it may be some time before the Trust get possession.

Towards the close of the year, a Light Railway of 2'-6" gauge was laid down from the base of Salamati Hill as far as the low-lying lands in Scheme V, north of Dadar. A start was made with the filling in, the Contractor for the work being Mr. Ramchandra Balaram. The Light Railway, with the trucks and engines, have been supplied by the Trust. The Contractor is allowed to get the filling material from Salamati Hill, free of charge; his contract rate includes the excavation of the earth, railing to site and dumping. He has to pay all charges connected with the upkeep of the Light Railway. The Engine Drivers are under the orders of the Engineer to whom they are responsible.

*Vide T. R. 265 of
6th December 1910.
Appendix M-(5).*

One of the most important matters settled during the year was the width of the Eastern Avenue from Lalbagh to Sion Causeway. A good deal of discussion took place, and it was eventually decided to make Suparibag Road 120' in width, and the remainder of the Road as far as Sion 150'.

The alignment of the new road was thereupon pegged out on the ground with a view to a start being made with the widening during the next cold weather.

The widening of Chunam Kiln Road was commenced in this year. Progress is likely to be slow as the Sassoon Reformatory premises are along the line of route, and the buildings cannot be demolished until the new Reformatory at Matunga is ready for occupation. Some more properties remain to be acquired and Mr. Tribhowandass Mangaldas, who owns property on both sides of the road at the Girgaum Back Road end, is not likely to complete the removal of his buildings standing on the site of the road for another six months.

The metalling of certain setbacks and improvement of road surface in Sandhurst Road in front of the Null Bazar Market, which had sunk owing to defective water mains, was undertaken.

Throughout the year Mr. Kent gave much time and thought to the development of the Hughes Road Garden. His labours have been amply rewarded: for that garden is now one of the beauty spots of the City.

*Police Accommo-
dation Schemes.*

11. The Princess Street Police quarters were completed early in the year and handed over to the Executive Engineer, Public Works Department, in June 1910.

The Agripada Police Scheme, in which the quarters were occupied in the previous year, was fully completed by the erection of the compound wall. There was no other Police Accommodation Scheme to work on in 1910-11. Plans and estimates for Accommodation Schemes at Gamdevi, Chunam Kiln Road and Falkland Road were prepared some time ago, but have not yet been sanctioned by Government.

12. Good progress was made at Agripada with the new reinforced concrete chawls. Four blocks out of 6 were completed in the year and occupied; the remaining 2 blocks were well on the way to completion. These chawls are being constructed departmentally, and a saving of Rs. 50,000 on the original estimate (Rs. 2,99,232) is anticipated. The open spaces both in the 6 blocks of reinforced concrete chawls and the adjacent 12 old chawls were tarred at a cost of Rs. 5,551, thus effecting a great improvement in the cleanliness and sanitation of the area in question.

Chawls.

144 rooms of these old chawls in Blocks Nos. 5 and 6 were improved. Concrete verandah walls were substituted for wooden railings and covered in nahanis of the same material for the brick screen walls originally provided. Fibro cement shades and fixed louvres in a teak frame-work were substituted for the old unsatisfactory iron shades which had become riddled with holes.

A large ferro concrete chawl at Nagpada containing 144 rooms and accommodating 648 persons was completed in November by Messrs. Marsland, Price & Co.

Fair progress was made at Imamwada with the remaining chawls. Block No. IV consisting of 96 rooms and a portion of Block No. VI left over from the previous year containing in all 96 rooms and providing accommodation for 447 persons were completed. Block No. IV was occupied in February 1911 and the remaining portion of Block No. VI in November 1910.

The chawls at Mandvi-Koliwada containing 222 rooms, 26 godowns and 30 shops were completed and occupied with the exception of some of the shops. The work was done departmentally at a cost of Rs. 2,54,009 against the estimate of Rs. 2,77,000. To Mr. Watson is due this very satisfactory saving, as the reinforced concrete chawls both here and at Agripada were designed by him and under his special care.

A contract for 6 blocks of reinforced concrete chawls at Soparibaug consisting of 480 rooms was let to Messrs. Marsland, Price & Co., in January 1910. Good progress was made during the year under report. Three blocks were completed in March and the remaining three well advanced. One of the blocks was occupied in the month of April 1911. The elevations of these chawls are a distinct improvement on the earlier designs, the red tiled verandah roofs supplying a welcome contrast to the dull monotony of the grey cement.

GENERAL ADMINISTRATION.

13. The modified Scheme (XXXVI) for widening the Chunam Kiln Road to 80 feet instead of 60 feet as originally intended was approved by Trustees' Resolution No. 99 of 3rd May 1910, notified on 19th May 1910 sanctioned by Government Resolution No. 5257, dated the 22nd October 1910 (General Department) and declared in December 1910. (*Vide* Appendix **M-2**.) The Scheme is estimated to cost Rs. 3,72,301 gross and involve an ultimate loss of Rs. 3,10,300.

Changes in Trust Programme.

No other new schemes were added to the Trust's programme in 1910-11, as the enquiry into the Trust's finances showed that there was no room for enlargement of the programme; but certain modifications were made in the programme as shown below.

In 1904 the Trust had on the score of expense decided to omit from Scheme II (Princess Street Scheme) a row of mean, but on account of their position, costly shops on Shaikh Memon Street. It was, however, recognised that these shops would spoil the appearance of the terminal block of buildings, and for several years negotiations have been in progress with a view to acquiring these shops and at the same time disposing of a large plot in which so much of the shop site as was not required for the widening of Shaikh Memon Street was to be included. These protracted negotiations were successfully concluded just before the end of the year. The alteration of the scheme was notified under Sections 27 and 32 on 23rd February 1911, and a handsome building is now being erected where, but for this alteration, there would have been a row of mean, ugly, little shops to offend the eye.

Government have had the Gamdevi Police Accommodation Scheme (No. XXV) under consideration since it was submitted to them for sanction in July 1908. In July 1910 they issued a resolution sanctioning a different scheme. The Trust pointed out that this was not in accordance with law. Government have now suggested that the Trust should sell the site to them, and the matter is under consideration.

In November 1910 the Trust resolved to enlarge the Nowroji Hill Scheme by taking into it the Chinchbunder Road along the Railway line. The open space afforded by the railway makes this a suitable site for chawls, and if, as proposed, the chawls are built over godowns, the inevitable loss on them will be greatly reduced. At the same time the road will be shifted to a parallel position westward, so that new frontages may be secured on both sides, whereas now there are frontages on the west only, the railway occupying the east. Negotiations with the Municipality were in progress during the year, with a view to adding the road to the scheme under Section 29 (2) (c) without a formal notification. The Municipality have recently decided to hand the road over gratis, but it has been found necessary to acquire a small property which, the owner alleges, will be injured by the diversion of the road, and the alteration of the Scheme will accordingly, be notified shortly.

Under Government Memorandum No. 4573, dated 31st August 1909, Government required the Board to revise the East Agripada Improvement Scheme (XXXII) which had been submitted for sanction in 1908-09, with a view to reducing the cost. The original scheme involved a loss of 59 lakhs. The new forecast showed that the Trust's resources were inadequate to permit of the inclusion of this scheme in the Trust's programme: but in anticipation of the enhancement of these resources by Government, the Engineer and the Chairman spent much time in 1910-11 in studying the ground, and have since prepared a less ambitious and less costly scheme which will shortly be submitted to the Board for sanction.

In November 1910 Government had decided to build quarters for the police of D Ward on the site of the Sassoon Reformatory upon the removal of that institution to its new premises at Matunga. They therefore withdrew their representation for the Chunam Kiln Road Police Accommodation Scheme and that Scheme (No. XXXIV) has now been excised from the Trust's programme.

Falkland Road Police Accommodation Scheme (No. XXXV), which was notified in 1908-09, was submitted to Government for sanction on 8th Máy 1909 ; but without sanctioning the same, Government sent in a revised representation for additional accommodation, which the Board have approved under Trustees' Resolution No. 41 of 22nd February 1910. Throughout 1910-11 they were awaiting Plans and Estimates from Government. But Government have since decided to take up another site instead of the one that was reserved for them.

The filling in of the Gowalia Tank was originally one of the main items of Scheme IV (Gamdevi) which was indeed originally known as the Gowalia Tank Scheme. In consequence of the Municipality's objection, the scheme was in 1905 altered so as to exclude the Tank, but the Municipality have not succeeded in keeping the Tank clean, and the Health Officer has always been pressing to have it filled in. On the completion of the Trust's Gamdevi Estate it was found that the evil reputation of the Tank frightened people out of taking up the Trust's plots, in spite of the fact that the Trust's operations in levelling Gamdevi had greatly improved the neighbourhood in point of healthiness. Advantage was taken of Dr. Bentley's appointment for the investigation of Malaria in Bombay to get him to examine the Tank, and on his reporting that mosquitoes were breeding in it and advising that it should be filled in without further delay, the Trust decided to undertake the work, as they found they could make it pay, so that the want of funds did not, as in other schemes, stand in the way. They accordingly moved the Commissioner in May 1910 to act on the Health Officer's advice and make the Tank area the subject of a representation under Section 24 of the City of Bombay Improvement Act. After protracted discussion, the Municipality have recently resolved to fill in the Tank themselves, so that they and not the Trust may secure the anticipated profit. The Trust have no reason to object to this, their object being not so much the financial profit as the sanitary improvement to be secured by the early filling in of the Tank ; and this, it is hoped, will be commenced by the Municipality in November next. (*Vide* Appendix **M-3**).

The necessity of a broad road connecting Ballard Pier with Hornby Road was again pressed on the attention of the Trust by the Port Trust, but this scheme had to be relegated to the list of those set aside for want of funds. The correspondence on this subject will be found in Appendix **M-13**.

The most important addition to the Trust's programme discussed during the year was the long contemplated Colaba Reclamation Scheme. Government, having in view a big scheme for reclaiming the land shown in pink in map No. 1 appended to this report, at first proposed to legislate for the withdrawal of the Trust's monopoly of the right of reclamation in Back Bay. The Trust protested that this right was a valuable asset to them and should not be taken from them without compensation. They had received from Sir W. Hughes, representing Messrs. Wolfe, Barry & Co., an offer for execution of a reclamation scheme covering the same area as the Government scheme, so far as it fell within the Trust's jurisdiction, on terms which the Contractors estimated would yield the Trust a handsome profit accruing from 1917. These Contractors had made a similar offer to Government for the whole area of the Government scheme, including the portion (about 150 acres) north of the Trust's jurisdiction, which Government

propose to reserve as a recreation ground. Government ultimately recognised the justice of the Trust's claim to a *quid pro quo* and proposed that this should take the shape of a share in the profits of the Government scheme calculated on the proportion which the area in the Trust's jurisdiction would bear to the whole area of the scheme. These profits would not begin to accrue till the 32nd year after commencement of the work, although by taking advantage of the credit of Government the Capital required could be raised at 3½ per cent. ; but by the end of the 42nd year they would reach their maximum 6·7 lakhs per annum, and it was obvious that no similar scheme financed by a private company could be nearly so favourable to the Trust. The Trust therefore accepted Government's offer, and the necessary amendment of the Act is now under consideration. The scheme is of great importance to the City and therefore full details are given in Appendix **M.-15**.

Changes in Trust
Estate.

14. The wholesale transfer of Government waste land in Bombay to the Trust in 1898 left so little land available for public purposes that Government have found themselves every year compelled by the exigencies of administration to resume some part of the land granted to the Trust under Schedule C. Areas aggregating over 3½ lakhs square yards of schedule value over 17 lakhs had been so resumed up to the beginning of 1910-11, and in that year the Secretariat Plot (17,595 square yards of the market value of about Rs. 8½ lakhs, though no value was assigned to it in Schedule C) was resumed for the Science Institute, and the Dispensary Plot (1,642 square yards of schedule value Rs. 33,840) which was held by a Trust tenant on an agreement to build at an annual rental of Rs. 1,613 was acquired for the G. I. P. Railway Company. Thus by the end of 1910-11 the Schedule C lands (Government lands transferred to the Trust for 99 years) had been reduced from their original area 30·4 lakhs square yards of schedule value Rs. 72·6 lakhs to 26·1 lakhs square yards of schedule value Rs. 55·6 lakhs. Further details are given in the statements appended to Appendix **D.-5**.

Further, in December 1910, Government gave the Trust 6 months' notice of resumption of 15,321 square yards of the Parel Estate of schedule value Rs. 45,963 for a playground for the Veterinary College, and negotiations were started for the resumption of 50,000 square yards of schedule value Rs. 1,50,000 in the same Estate for the King Edward Memorial Hospital.

During the year areas aggregating 6,540 square yards of schedule value Rs. 23,707 were resumed out of Schedule D lands (Municipal lands transferred to the Trust for 99 years) for the Connaught Road and Agripada Police Accommodation sites, and there remained with the Trust at the end of the year 7·2 lakhs square yards of Schedule D lands of schedule value Rs. 17·1 lakhs.

Progress of deve-
lopment of Trust's
Estates.

15. The development plan of plots 7 to 11 and 22 to 30 in Mandvi was sanctioned by Trustees' Resolution No. 100 of the 3rd May 1910 and published with the annual report for 1909-10. No other area was laid out for leasing and put on the market in 1910-11, but modifications were made in the sanctioned development plans of several estates. Some of the original plots in Gamdevi were sub-divided to suit the small bungalows now being erected by the Bombay Building Syndicate (*vide* para. 16). The sanctioned development plan of 10 plots

in the Sandhurst Road Estate was modified by Trustees' Resolution No. 264 of the 29th November 1910 so as to meet the demand for smaller plots than the original plan provided. The original development plan of Nowroji Hill Estate, Scheme XXIX, was modified to suit the proposal for the extension of the scheme (*vide* para. 13 above). The necessity for preparing a development plan of Scheme XXX (Souter Street Extension westwards) was obviated by the Railway Company buying all the lands available East of the Railway (*vide* para. 16), all on the West having already been leased to Dhondiba Panduji (*vide* para. 8 of report for 1909-10). The development plan of the Central Agripada Estate between Morland Road and Ripon Road was long under consideration during 1910-11, but was not finally settled till 1911-12. Much valuable work was done by the Engineer towards the settlement of the development plan of Schemes V (Dadar-Matunga) and VI (Matunga-Sion), which are to constitute the Garden City of the North of the Island, and that of Scheme XXXI (Parel); but much time must elapse before even the skeleton plans can be finally settled, as there are many knotty points in connection with sewerage, drainage and the water pipe lines to be settled with the Municipality. The Engineer's tentative development plans have been sent to all Government, Railway and Municipal Departments in order that requisitions for land for public purposes may be known beforehand and that opinions of all shades may be obtained on the proposed development. With this latter object the plans were sent to the Bombay Architects' Association also. The criticisms submitted by that Body and by Municipal and Government Officers are now under consideration, and it is hoped that with next year's report the sanctioned development plan will be issued for the information of the public.

By the beginning of 1910-11 completion certificates had been issued for 188 new buildings on the Trust's Estates, exclusive of Police chawls and Trust chawls. In 1910-11 certificates were granted for 30 new buildings, including the Hotel Majestic, 63 shops, and tenements for 346 families; and at the end of the year completion certificates remained to be granted for 80 more buildings in progress, of which 28 were partly occupied and 52 were unoccupied, while there were 43 leased plots in which the projected buildings had not yet been commenced.

Dishousing and
Rehousing.

The *smallest* one-room tenement on Trust Estates is large enough for a family of five; but even if we take five as the average and ignore hotels and shops, the new tenements for 346 families provide for 1,730 souls, while the Police and Trust chawls newly opened during the year provide for another 4,459. As the population of the 41 buildings demolished on Trust Estates during the year was only 1,593, it will be seen that rehousing easily outstripped dishousing during the year.

The undeveloped areas held by the Trust for future development as building estates amounted at the end of the year to about 678 acres, as shown below:—

Undeveloped areas.

						Acres.
Schedule C land	...	...	Parel Estate	...	...	68
" D "	...	...	East Agripada and Matunga	...	...	78
Acquired	"	...	Dadar-Sion Estate	...	...	426
"	"	...	Parel Estate	...	...	64
"	"	...	Nowroji Hill Estate	...	...	29
"	"	...	Others	...	...	13
Total						<u>678</u>

Further details are given in Appendix **D**.

From a large proportion of their unleased and undeveloped lands the Trust get a good annual revenue as shown in para. 17 from rents of acquired buildings before demolition and from leasing open lands for temporary purposes ; but there is an annually increasing area of open land, chiefly in the North of the Island, which has never been used for building purposes, but for which the Trust have had to pay compensation based on the value of the land as potential building land. On such land the Trust must lose heavily until building estates are developed on it, and this work is therefore being pushed on as fast as possible.

16. The plots leased up to the end of 1910-11 aggregated 432, measuring 550,000 square yards, valued at Rs. 175 lakhs with a present annual rental of Rs. 7,36,600 and an ultimate* rental of Rs. 8,14,050.

In 1910-11, 51 plots were newly leased on 99 or 999 years' leases, viz. :—

Hornby Road	...	...	...	...	...	...	...	1
Chaupati West	...	...	...	...	...	...	...	1
" East	...	...	...	...	...	...	...	4
Agripada	...	...	...	...	...	...	...	2
Connaught Road	...	...	...	...	...	...	...	3
Scheme I, First Nagpada	...	...	...	...	...	...	...	1
" II, Princess Street	...	...	...	...	...	...	...	4
" III, Sandhurst Road	...	...	...	...	...	...	...	8
" IV, Gamdevi	...	...	...	...	...	...	...	11
" VIII, Mandvi-Koliwada	...	...	...	...	...	...	...	14
" XXVII, Mathew Road	...	...	...	...	...	...	...	2
" XXXI, Parel	...	...	...	...	...	...	...	1
Total ...								52

Six plots were leased to Government for Police Accommodation Schemes and 4 plots were sold in the year. Taking 4 per cent. on the price realised for the latter as the equivalent of annual rent on leased plots and allowing for plots relinquished during the year the figures indicating progress in the disposal of Trust lands in the year stand as follows :—

Analysis of Trust Land Transactions in 1910-11.

No.	PARTICULARS.	No. of Plots.	Area.	Capital Value.	Annual Rent.	REMARKS.
I	Plots leased— Vide Appendix G-2	52	Sq. yds. 38,839	Rs. 16,55,432	Rs. 74,116	
II	Plots sold— Scheme III, Plot No. 56-A.	1	37	5,000	200	
	" " " 85	1	979	29,370	1,175	
	" IX " 1	1	28	1,250	50	
	" XXX " ...	1	15 455	1,32,000	5,280	
		4	16,499	1,67,620	*6,705	* 4 per cent. on value.
III	Police Accommodation— Agripada Plot No. 101 and another	2	4,851	54,631	2,184	
	Connaught Road Plots Nos. 11 and 12	2	1,689	14,873	596	
	Princess Street	2	1,492	1,51,413	6,056	
		6	8,032	2,20,917	*8,836	* 4 per cent. on value.
	Carried forward Total Plots disposed of	62	63,370	20,43,969	89,657	

* There are periodical increments in some cases.

No.	PARTICULARS.	No. of Plots.	Area.	Capital Value.	Annual.	REMARKS.
	Brought forward Total Plots disposed of	62	Sq. yds. 63,370	Rs. 20,43,969	Rs. 89,657	
IV	<i>Plots disposed of in 1909-10 or earlier but relinquished to the Trust in 1910-11—</i>					
	Scheme IX, Plot No. 1 ...	1	28	1,200	54	
	Agripada Plot No. 24 ...	1	971	9,900	396	
	East Chaupati Plot No. 1...	1	241	10,845	488	
		3	1,240	21,945	938	
V	Nett Plots disposed of in 1910-11	59	62,130	20,22,024	88,719	
	Corresponding figures for 1909-10	46	69,393	23,25,578	1,02,477	
	Corresponding figures for 1908-09	33	49,154	14,53,351	63,943	

In Appendix **G** are given the details of leasing to date in each Estate and a detailed list of the plots leased in 1910-11 with their areas, rentals, etc.

In point of area the progress made in 1910-11 in disposing of plots was considerably above normal, and the number of plots disposed of (58) was higher than in any previous year. The value of the plots disposed of was well above normal, in spite of a weak market.

In point of value of plots disposed of, the greatest advance in leasing was made in Scheme II (Princess Street) in which the value of the plots leased in 1910-11 was Rs. 4,83,004. In point of number of plots disposed of, the greatest advance was in Scheme VIII in which 14 plots, measuring 4,921 square yards, of the value of Rs. 4,68,560 were leased, mainly to Borahs. In point of area, the greatest advance was in Scheme IV in which 11 plots, measuring 10,674 square yards, of the value Rs. 1,91,734 were leased. Of these plots, 5 were taken up in February 1911 by the building syndicate promoted by the Hon'ble Sir Vithaldas Thackersey, the Hon'ble Mr. Lalloobhai Samaldas and Mr. Marsland of Messrs. Marsland, Price & Co. To encourage this enterprise, the Trust allowed the Syndicate to vary the sanctioned development plan of the Estate by building 12 bungalows in the 5 plots and gave them a reduction of 15 per cent. on the advertised rentals. There are still a large number of plots unleased in the Sandhurst Road and Gamdevi Estates and the Trust lose heavily in Interest and Sinking Fund charges on the capital sunk in them, as most of them yield very little in the shape of even temporary revenue.

In the whole Island the Trust still have 380 plots aggregating about 80 acres available for leasing, but not yet leased; the annual rental of these is estimated at about Rs. 5½ lakhs.

17. The work of rent collection in lands and buildings let for short terms, i.e., all rent collection work, except that for lands leased for 99 or 999 years, was on 1st April 1910, experimentally transferred from the Engineer's to the Land Manager's Department. The experiment has proved a success. The new system relieves the Engineer's Department of work for which it is not specially qualified and leaves it more time for its legitimate technical work and

Short Leases.

is now permanently adopted. The Engineer remains in charge of the sanitation and maintenance of acquired buildings ; but the Board's Chawls are entirely under the Land Manager's control.

During the year under review an attempt was made to bring the rents of some of the acquired buildings upto date. Thus, as regards shops and godowns in Case No. 201, Sandhurst Road, the monthly rent from 1902 to 1909-10 was Rs. 773. This was increased to Rs. 1,030 for 1910-11, and even this increased rent was moderate, when compared with those prevailing in the adjoining private properties. Similarly an attempt was made to secure fair rents for rights of cultivation. Thus, as regards the Plots Nos. 10 to 12 and 18, Agripada Estate, while the annual income secured for 1908-09 was Rs. 1,190 and for 1909-10 Rs. 825, the revenue therefrom during the year under review was Rs. 1,350 and during the year 1911-12 it is Rs. 1,625.

Some small addition to the revenue was secured by letting at a monthly rent of Rs. 725 two plots—one in Princess Street and the other in Sandhurst Road, for Cinematographs, and letting at a monthly rent of Rs. 530 two other plots, one at the Chowpati Estate and the other at the Agripada Estate for horse stables.

The Board's temporary revenue from short term leases of their acquired properties has always been an important item to them, and it was not until 1908-09, that the gradual increase in permanent rents from year to year brought the revenue from such rents above that of temporary rents for the year. As stated in the last year's report, during 1909-10 the temporary rents were 43 per cent. and the permanent 57 per cent. of the whole Rs. 11.40 lakhs, and the corresponding figures for the whole life of the Trust upto 31st March 1910 were 67 per cent. and 33 per cent. respectively of Rs. 61.6 lakhs, but during the year under review, the temporary rents rose to 48 per cent. and the permanent fell to 52 per cent. of the total revenue of Rs. 14.4 lakhs and the corresponding figures for the whole life of the Trust are 63 per cent. and 37 per cent. respectively of Rs. 76 lakhs.

Of the 284 acquired buildings in charge of the Trust at the commencement of the year, only 36 (mostly insanitary and unsafe buildings on Nowroji Hill) were demolished during the year, while of 187 acquired during the year, 5 were demolished before the end of the year. Thus at the end of the year the Trust held 410 such buildings. The rents realized from these 451 buildings in 1910-11 aggregated Rs. 4,15,264. The realizations during the year from these and other temporary rents amounted to Rs. 6,90,911, which is about 41 per cent. above those of 1909-10 as shown below :—

	1909-10.	1910-11.
	Rs.	Rs.
Rents from acquired buildings	2,83,423	4,15,264
Rents from vacant lands for temporary structures, etc.	1,63,119	1,85,965
Rents from lands let for storing materials	19,739	30,319
Rents from lands let for cultivation, &c.	24,110	59,363
Total ...	4,90,391	6,90,911

18. There were 12,724 persons in the Board's chawls at the beginning and 15,491 at the end of the year as shown in the following table which also compares the mortality rates of 1909-10 and 1910-11 :—

Administration of
chawls.

Serial No.	Name of Chawl.	Population in 1910-11.			Death-rate per 1,000 in 1910-11.	Population in 1909-10.			Death-rate per 1,000 in 1909-10.	REMARKS.
		At beginning of year.	At end of year.	Average.		At beginning of year.	At end of year.	Average.		
1	16 Blocks at Agripada...	4,476	4,529	4,507	25.74	4,418	4,474	4,427	22.58	
2	2 „ „ Nagpada...	494	490	494	22.27	482	496	494	18.21	
3	6 „ „ Chandanwadi.	2,217	2,401	2,255	36.81	2,232	2,220	2,224	31.47	
4	5 „ „ Imamwada.	2,513	2,935	2,647	21.31	2,281	2,519	2,370	32.06	
5	1 Block at Princess Street.	242	251	239	12.55	179	242	251	43.82	
6	Semi-permanent sheds and altered buildings, in Scheme No. III.	995	1,002	907	16.54	1,004	983	992	19.15	
7	Semi-permanent sheds, at Paltan Road.	1,211	1,208	1,173	40.07	1,239	1,213	1,226	39.96	
8	1 Block on Plot No. 30, 1st Nagpada.	350	648	587	16.36	...	...	...	...	Occupied from 1st November 1910.
9	6 Blocks of Chawls at Agripada.	148	1,240	771	21.40	...	...	...	...	Occupied from 1st August 1910.
10	6 Blocks of Chawls at Mandvi Koliwada.	78	787	454	6.56	...	...	...	...	Do.
	Total	12,724	15,491	...	...	11,835	12,147	...	...	

The rapid improvement in the Paltan Road sheds noticed last year has now received a check, and the death-rate in the 3 oldest sets of chawls has gone up since last year, while the usual phenomenon of a high death-rate in newly opened chawls did not occur in 1910-11, probably because the Kolis of Mandvi are a particularly healthy lot and the new comers in Nagpada and Agripada were of a better class than were the first inhabitants of the other chawls. A special inquiry has been made as to the high mortality in Chandanwadi and Paltan Road huts, but no special cause can be discovered. The monthly mortality returns from these 2 sets of chawls are being closely scrutinised with a view to such discovery.

During the year under review, the Board threshed out the question of the principle on which the rents of their Chawls should be fixed. They accepted, *vide* Appendix **M-4**, the principle that the rents of the Board's Chawls should be equal to the commonest rents paid by the poorer classes in the neighbourhood of these Chawls, although the rooms in Board's Chawls are superior to those in private houses. By Trustees' Resolution No. 94, dated 25th April 1911, the Board fixed the monthly rents at Rs. 3-4-0 per room for Suparibag Road Chawls, Rs. 3-8 for Agripada Chawls, Rs. 4 for Nagpada and Imamwada Chawls and Rs. 5 for Mandvi-Koliwada, Princess Street and Chandanwadi Chawls, and ordered that the existing rents which were originally fixed at low rates without regard to rents in the neighbourhood should be gradually increased up to the new full rates from 1st May 1911 by 4 annas every three months for old tenants, new comers being charged

the full rents newly fixed. At the new rates the rents of Chawls existing and under construction will ultimately amount to Rs. 16,569 per mensem, exclusive of rent (Rs. 1,920) for shops and godowns in these Chawls. The additional rent secured by this revision amounts to Rs. 3,327 per mensem or 22 per cent. of the old rents. Allowing 35 per cent. for outgoings, the net annual income will now amount to Rs. 1,44,378. The value of land occupied by the Chawls, works out at fair rates to about Rs. 10,57,351 and the cost of Chawls existing and under construction at the end of the year under review amounts to Rs. 29,05,918, including establishment and management charges. Thus the total cost of the Chawls, including value of land, works out to Rs. 39,63,269, which involves the Board in annual Interest and Sinking Fund charges at 4.61 per cent., amounting to Rs. 1,82,707. Thus, even when the maximum rents laid down by the Board are secured for the Chawls, the Board will be involved in an annual loss of Rs. 38,329. An attempt is being made to further reduce this loss by effecting some saving in the outgoings. In 1910-11 the gross receipts from Chawls were Rs. 1,24,820, and the outgoings (ground rent, maintenance, establishments, &c.), Rs. 45,948. The nett revenue was thus Rs. 78,872, i.e., 2 per cent. on the capital cost of the Chawls and Rs. 97,326 less than Interest and Sinking Fund charges of the year thereon.

FINANCE.

Loan of 1910.

19. The Budget provided for the raising of a loan of 50 lakhs : and having regard to the state of the Bombay Market and to the fact that in London the Improvement Trust's debentures issued in 1909 stood at 101½, above all other similar Indian debentures, the Board resolved to raise the whole loan in London in sterling. All the tenders received were better than the Chartered Bank's tender of 95¾ which was accepted in 1909, and the Chartered Bank's tender of 99 being the highest was accepted. The money was remitted to Bombay on the 1st and 4th July, the brokerage falling just short of the gain by exchange.

The net proceeds of the 1910 loan, after allowing for discount (Rs. 49,950), stamp duty (Rs. 49,950) and other expenses of loan (Rs. 3,139) amounted to Rs. 48,91,961, bringing the total Trust borrowings to date up to Rs. 4,49,94,000 (face value), involving Interest and Sinking Fund charges of Rs. 20,26,092 per annum on net receipts (allowing for premia and discount in different years) of Rs. 4,43,08,872. Full details are given in Appendix C.

Earnings on Sur-
plus Cash Balance.

20. Experience has shown how to make the most of the terms of the 3 years' contract under which the Bank of Bombay is the Trust's sole banker and allows interest on fixed deposits at 2 points below current bank rate, and the results for 1910-11 are a great improvement on those for 1909-10, as the following figures show :—

		In Thousands of Rupees.		
		1908-09.	1909-10.	1910-11.
1. Average daily balance.	{ (a) Interest earning ...	1,259	2,632	3,048
	{ (b) Non-interest earning...	126	1,236	731
Details of (b) { From 31st August to 1st November.		608	5,859	3,147
{ Rest of the year ...		25.8	273	106
2. Interest earned on the above	...	40.0	76.7	102.8
3. Rate per cent. per annum of 2 on 1	...	2.89	1.98	2.72
4. Rate per cent. per annum of 2 on 1 (a)	...	3.18	2.91	3.37

The non-interest earning daily balance outside the two months in which the Bank allow no interest on the money raised by Loan in the year is now little more than a lakh, and the rate of interest earned on the total balance is very little less than in 1908-09.

21. The audited accounts of the Board for 1910-11 are attached to this ^{Accounts of 1910-1911.} report.

The total receipts and expenditure of 1910-11 were as follows :—

	Receipts. Rs.	Expenditure. Rs.
Capital Account	54,30,310	56,31,905
General „	25,63,228	24,02,865
Total ...	79,93,538	80,34,770
Difference ... Rs. ...		—41,232

The opening and closing balances were as follows :—

	Opening balance. Rs.	Closing balance. Rs.
Capital Account	40,62,499	38,60,903
General „ ... ..	.....	1,60,364
Total ...	40,62,499	40,21,267
Difference ... Rs.		41,232

22. The Board's Capital receipts other than receipts from loans come under three main heads, *viz.*, sale of lands, sale of right to demolish acquired buildings and sale of quarrying rights. The receipts under these heads in the last three years are compared below :—

	1908-09. Rs.	1909-10. Rs.	1910-11. Rs.
Sale of lands	1,603	58,316	3,27,403
Sale of right to demolish ac- quired buildings	1,50,208	82,660	43,712
Sale of quarry rights... ..	...	2,550	64,194
Total ...	1,51,811	1,43,526	4,35,309

The receipts from *sales* of land are usually quite small, because it is the Board's policy to convey land by lease rather than sale, in order to be able to control the lessees in their dealings with it and in particular to prevent the creation of insanitary premises or the gradual development of insanitary conditions by the overcrowding of land with buildings, which is so common a characteristic of building sites in private ownership in Bombay. These considerations however do not prevail where the land is taken up by Government, and this explains the large figure under 1910-11 in the above table. In 1905 a site in the Board's Princess Street Estate was reserved for Government for a Police Accommodation

Scheme (No. XXIV) and on the completion of the work the price of the site (Rs. 1,51,413) was debited to the Police Accommodation Scheme and credited to the Princess Street Scheme in 1910-11. Further, the Trust were lucky to find in the B. B. & C. I. Ry. Co. (representing Government) a purchaser for the whole of the land recently acquired and filled in in Scheme 30 (Souter Street Extension westwards) east of the B. B. & C. I. Ry., except that required for the main road, which the Trust are themselves constructing. The price received was Rs. 1,32,000.

The great fall in proceeds of demolition rights is due to the policy of making demolition as gradual as possible, with a view to reducing to a minimum the hardships of displaced tenants and not putting too large an area of building sites upon the market at one time. Often in large batches of insanitary houses the demolition of a few here and there so greatly improves the remainder by admission of light and air as to make their retention for a few years longer sanitariously defensible.

The figures under main heads of expenditure in different years are compared below in round thousands of rupees :—

			1908-09.	1909-10.	1910-11.
			Rs.	Rs.	Rs.
Management	...	...	1,50	2,00	2,00
Establishment	...	...	2,54	2,61	2,63
Acquisition	...	...	41,90	39,71	42,89
Works	...	...	8,63	5,53	8,27
Payments under Section 79	...	...	1,25	17,76	53
Total Rs.	...	...	<u>55,82</u>	<u>67,61</u>	<u>56,32</u>

General Account.

23. The special account kept under Section 79 (3) stood at the end of 1910-11 thus :—

Surplus in General Account.			Deficit in General Account.		
Year.		Amount. Rs.	Year.		Amount. Rs.
1898-1899	...	1,80,067	1906-1907	...	56,081
1899-1900	...	1,07,555	1907-1908	...	1,22,781
1900-1901	...	4,60,106	1908-1909	...	1,25,307
1901-1902	...	4,41,258			/
1902-1903	...	5,22,308			
1903-1904	...	1,81,487			
1904-1905	...	67,141			
1905-1906	...	1,20,396			
1909-1910	...	52,615			
1910-1911	...	1,60,364			
Total Rs.	...	<u>22,93,297</u>	Total Rs.	...	<u>3,04,169</u>

Net Balance Cr. 19,89,128.

The General Account depicts the struggle between the Trust's Interest and Sinking Fund charges, increasing steadily with annual borrowings, and the nett revenue from the Estates in which Capital has been sunk. In the early stages of development Interest and Sinking Fund charges naturally expand faster than nett revenue. The shortage is made good by Municipal contribution. A sum approximating to 2 per cent. on the Municipal assessment is paid to the

Trust by the Municipality on 1st April, and if the Trust make any profit in the year, that is taken as indicating that the Municipality contributed more than was necessary to keep the Trust solvent for that one year, and therefore the surplus is refunded to the Municipality as soon as the year's accounts are closed and audited. This process is best analysed by setting out Municipal Contribution separately from other receipts, and Interest and Sinking Fund separately from other expenditure. The actuals for the last 3 years are exhibited in the following table :—

Analysis of General Account.

(Figures in Lakhs.)

	1908-09.	1909-10.	1910-11.
	Rs.	Rs.	Rs.
SPECIAL ITEMS.			
1.—Interest, and Sinking Fund charges—			
On debt to Government and Municipality under			
Section 68	0·0	1·1	0·8
On Debentures	13·0	16·0	19·1
Total	13·0	17·1	19·9
2.—Municipal Contribution—			
Section 73	0·0	0·0	0·6
" 72	4·5	7·8	8·3
Total	4·5	7·8	8·9
3.—Shortage (1-2) to be made good from Trust's Nett			
revenue	8·5	9·3	11·0
OTHER ITEMS.			
4.—Receipts other than Municipal Contribution ...	11·1	13·6	16·7
5.—Expenditure other than Interest and Sinking Fund			
charges	3·9	3·8	4·1
6.—Nett Revenue (4-5)	7·2	9·8	12·6
7.—Profit + or loss—(3-6)	—1·3	+0·5	+1·6

The increase of nett revenue from 7·2 lakhs in 1908-09 to 12·6 lakhs in 1910-11 is a matter for congratulation ; but Interest and Sinking Fund charges have increased rather faster, and consequently the call on the Municipality has increased from 4·5 lakhs in 1908-09 to 7·3 lakhs in 1909-10 and the same in 1910-11. In January it was foreseen that there would be a surplus at the end of the year and therefore the Trust did not press the Municipality to pay what was due from them (about Rs. 1,78,080) under Section 73 of the Act as the Municipality's profit from increased assessments in areas affected by the Trust's operations in 1909-10 and 1910-11, as the sum paid would only have had to be refunded under Section 79. Were this sum taken into account, the nett payment by the Corporation under Section 72 in 1910-11 would be not 7·3 lakhs but only Rs. 4·97 lakhs which is Rs. 3·98 lakhs short of the full 2 per cent. and only 11 per cent. of the whole Rs. 45½ lakhs actually realised by the

Municipality as General Tax in 1910-11. In the whole eleven years since the Municipality started to contribute to the Trust, the full 2 per cent. was just over 21 per cent. of actual receipts under "General Tax," but the Municipality contributed to the Trust only 8·7 per cent. of actual receipts.

Full details of the Municipality's contribution year by year are given in Appendix **B-4**.

Interest on debt
to Government and
Municipality.

24. In 1909-10 the Trust appealed (*vide* Appendix **M-14**) to both Government and the Municipality to postpone the date from which interest on unleased scheduled lands should accrue in accordance with the discretion allowed to them by the proviso to Section 68 of the Act. Government consented, and, following that precedent, only the interest due to them on leased scheduled lands for 1909-10 was paid to them in 1910-11, *viz.*, Rs. 56,331. The Municipality had declined to accede to the Trust's request on the ground that it was made too late to permit of their making the necessary budget provision, and full interest was accordingly paid by the Trust to the Municipality in 1909-10. The Municipality however made budget provision in 1910-11 for the receipt from the Trust of only interest on leased scheduled lands (about Rs. 15,000) ; but under legal advice they ultimately declared their inability to remit the interest due on unleased lands and consequently the Trust again paid the full interest, Rs. 37,841, to the Municipality in 1910-11.

Cost of Land
Manager's Establish-
ment.

25. The usual statement comparing the cost of the Land Manager's Establishment enhanced by that of legal expenses in connection with Land Acquisition with the total charges under the head Land Acquisition is given below :—

*Statement showing Percentage of Charges for acquiring Properties on the
Cost of Acquisition.*

(In Lakhs and decimals.)

Year.	Cost of Acquisition.	CHARGES.					Percentage of Charges to Cost of Acquisition.
		Cost of Land Manager's Dept.	Cost of Special Collector's Dept.	Cost of the Tribunal.	Legal Expenses including Brokerage and Sundries.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1898-99	...	...	...	...	...	...	...
1899-1900	...	...	...	...	...	...	...
1900-01	5·16	0·45*	...	...	0·09	0·54	10·46
1901-02	11·41	0·55*	0·29	0·05	0·29	1·21	10·60
1902-03	33·35	0·60*	0·41	0·07	0·70	1·78	5·34
1903-04	39·21	0·32	0·64	0·21	0·70	1·87	4·77
1904-05	52·50	0·40	0·70	0·33	0·96	2·39	4·55
1905-06	25·30	0·42	0·32	0·32	1·01	2·07	8·18
1906-07	8·53	0·46	0·25	0·28	0·80	1·79	20·98
1907-08	12·71	0·53	0·40	0·23	0·96	2·12	16·68
1908-09	41·62	0·62	0·58	0·16	1·11	2·47	5·93
1909-10	38·73	0·65	0·66	0·21	0·97	2·49	6·43
1910-11	42·95	0·69	0·54	0·32	0·52	2·07	4·82
	† 311·47	5·72	4·79	2·18	8·11	20·80	6·68

* These figures represent the proportionate cost of the Engineer's Department which did the work of acquisition in these years.

† Includes payments made to Government for purchase of land.

26. In the following table the cost of Management is amalgamated with the cost of Engineer's and Land Manager's Departments and the total compared year by year with the Board's total money turn-over, that is, the sum of Receipts and Expenditure in both Capital and General Accounts. Cost of Management.

Statement showing Percentage of Cost of Administration amalgamated with the Cost of Engineer's and Land Manager's Departments on the total money turn-over.

(In Lakhs and decimals.)

Year.	Capital Receipts, exclusive of loans.	Capital Expenditure.	Revenue Receipts.	Revenue Expenditure.	Totals of Cols. 2 to 5.	Cost of Engineer's Department, including Temporary Establishment.	Cost of Land Manager's Department including Special Collector's and Tribunal's expenses.	Cost of Management.	Total of Cols. 7 to 9.	Percentage of Col. 10 on Col. 6.
1	2	3	4	5	6	7	8	9	10	11
1898-99 ...	...	...	1.87	0.07	1.94	0.15	...	0.26	0.41	21.13
1899-1900 ...	...	2.40	1.47	0.40	4.27	0.66	...	1.16	1.76	41.22
1900-01 ...	0.12	8.85	7.88	3.22	19.52	0.26	0.45	0.96	1.67	8.56
1901-02 ...	0.84	18.91	8.27	3.86	26.88	0.13	0.92	1.37	2.42	9.00
1902-03 ...	1.27	36.46	10.35	5.12	53.20	0.05	1.08	1.30	2.43	4.57
1903-04 ...	0.89	46.08	8.80	6.99	62.26	0.68	1.17	1.66	3.51	5.64
1904-05 ...	0.27	61.25	11.20	10.58	83.35	0.80	1.43	1.63	3.86	4.63
1905-06 ...	1.09	31.62	14.27	13.07	60.05	0.92	1.06	1.49	3.47	5.78
1906-07 ...	1.85	17.46	13.92	14.48	47.71	1.02	0.99	1.39	3.40	7.13
1907-08 ...	1.48	21.56	14.54	15.77	53.35	1.15	1.16	1.33	3.64	6.82
1908-09 ...	1.52	50.58	15.61	16.88	84.54	1.19	1.36	1.51	4.06	4.80
1909-10 ...	1.44	45.23	21.40	20.88	88.95	1.10	1.52	2.01	4.63	5.20
1910-11 ...	4.35	51.15	25.63	24.03	105.16	1.08	1.55	2.00	4.63	4.40
Total ...	14.62	386.10	155.16	135.30	691.18	9.13	12.69	18.07	39.89	5.77

27. The closing balance on 31st March 1910, in the Accounts of the Provident Fund established for the Officers and servants of the Trust under Section 91 (6) of the Act, was Rs. 1,58,675. The Fund was credited during the year with Rs. 13,756 on account of employes' subscriptions, Rs. 13,518 on account of contribution by the Trust and Rs. 6,430 on account of Interest, while sums aggregating Rs. 3,744 were paid to the subscribers, leaving a balance of Rs. 1,88,635 on 31st March 1911. Provident Fund.

PERSONNEL.

28. The Hon'ble Mr. J. P. Orr, I.C.S., continued to hold the office of the Chairman of the Trust throughout the year. He was appointed a Member of the Bombay Legislative Council on 24th January 1911. Personnel—
(a) The Staff.

Mr. W. N. Shilstone, Secretary and Chief Accountant, was absent on privilege leave combined with leave on Private Affairs from 30th May 1910 to 29th November 1910, during which period Mr. A. R. King, a pensioned Assistant Secretary to Government, General Department, was appointed to act for him.

Mr. R. J. Kent, A.M.I.C.E., held the post of Trust Engineer throughout the year. He was promoted from Rs. 1,600 to Rs. 1,650 per month from 1st October 1910.

Mr. J. F. Watson, A.M.I.C.E., Deputy Trust Engineer, who was on privilege leave from 4th January 1910, resumed his duties on 1st April 1910, and was allowed, in terms of para. 7 of his Agreement, to draw his further increment of Rs. 50, *i.e.*, Rs. 950 per month from 16th November 1910, as he continued to serve after five years from the date of his appointment.

Mr. R. W. Fisher, Assistant Engineer, resigned his appointment with effect from the 21st July 1910 and Mr. J. R. M. Heaney Reeves, who was a temporary Assistant Engineer on Rs. 400, *plus* conveyance allowance of Rs. 50 per month from 1st January 1910, was appointed in his place on Rs. 450—50—600, with conveyance allowance of Rs. 50 per month from 1st August 1910. Mr. Reeves enjoyed leave on medical certificate for 2 months and 27 days from 1st to 16th April 1910 and from 28th February 1911 to 8th May 1911.

Mr. S. D. Prabhawalker, Overseer (Sub-divisional Officer), on Rs. 150—10—200, was appointed to hold charge of the office of the Assistant Engineer, in addition to his own duties, during the absence of Mr. Reeves on leave from 1st March 1911.

Mr. N. D. Katrack, Assistant Engineer, was on privilege leave for three months from 16th May 1910 to 15th August 1910, and on duty for the rest of the year.

Mr. M. S. Bharucha, Land Manager, Mr. R. H. A. Delves, Deputy Land Manager, and Messrs. H. P. Matbar and D. J. Samson, Assistant Land Managers, were on duty throughout the year.

(c) Medical Examiner
to the Board.

Dr. A. P. Cama acted as Medical Examiner to the Board throughout, except for one month from 17th December 1910, when he was on leave, and Dr. B. H. Dantra acted for him.

The work of the whole staff was throughout the year entirely satisfactory. Some idea of the efficiency of the accounts branch is afforded by the fact that when the Government Auditors had thoroughly overhauled the accounts for the first half of the year, they had nothing to report.

(b) Tribunal of
Appeal.

29. Messrs. D. Chamier, Bar-at-law, and W. A. Chambers held the appointment of President and Assessor, respectively, of the Tribunal of Appeal throughout the year. Mr. W. L. Hartley, J.P., held the appointment of an Assessor of the Tribunal of Appeal from 1st June 1910, *vice* Mr. R. W. Murphy.

(c) Special Collector.

30. For most of the year there was only one Special Collector, as Mr. J. D. Framji was on privilege leave, combined with furlough from 22nd April 1910.

to 20th October 1910, and Mr. E. J. Bolus, I.C.S., additional Special Collector, enjoyed privilege leave from 4th December 1910 to 2nd March 1911.

31. The following gentlemen served as Trustees throughout the year :— (d) The Board.

1. Major-General J. C. Swann, C.B.
2. Sir Bhalchandra Krishna Bhatawadeker, Kt., L.M., J.P.
3. Mr. Dinshaw Edulji Wacha, J.P.
4. Mr. Nowroji Jehangir Gamudia, J.P.
5. The Hon'ble Mr. Ibrahim Rahimtoola, C.I.E., J.P.
6. Mr. A. M. Tod, J.P.
7. The Hon'ble Sir Sassoon J. David, Kt., J.P.
8. The Hon'ble Sir Vithaldas D. Thackersey, Kt., J.P.
9. Mr. A. K. Leslie, J.P.

The changes among the other Trustees were as follows :—

The Commissioner's seat was held by Mr. W. D. Sheppard, I.C.S., till he proceeded on combined leave from 7th May 1910, when Mr. P. R. Cadell, I.C.S., took his place.

The Collector's seat was held by Mr. G. W. Hatch, I.C.S., till his transfer on 7th November 1910 and thereafter by Mr. E. L. Sale, I.C.S.

The Port Trust seat was held by Sir Walter Hughes, Kt., C.I.E., till his retirement on the 23rd April 1910 and thereafter by Mr. F. L. Sprott.

Mr. E. M. Proes proceeded home on three months' leave in the month of April 1910 and Mr. G. Wittet was nominated by Government in his place. Mr. Proes resumed his seat from 2nd August 1910.

32. There were 46 Board Meetings and 56 Committee Meetings during the year, the corresponding figures in the previous year being 47 and 66 respectively.

The average attendance at Board Meetings was 93 per cent. out of 14 and at Committee Meetings 88.6 per cent. out of 6.

DEBATES.

33. Apart from the financial forecast, the Board's schemes and other matters already referred to, the subjects to the discussion of which most time was devoted in Board and Committee meetings in 1910-11 were as follows :—

- (a) *The Eastern and Western Avenues.*—After discussion at five meetings, it was resolved for financial reasons to abandon the idea of having two avenues from north to south of the Island and be content with a single avenue, $8\frac{1}{2}$ miles long. Starting from Crawford Market this avenue will be at least 100' wide, for $3\frac{1}{4}$ miles up to Lal Bagh and 120' wide for $1\frac{1}{2}$ miles from there to Elphinstone Road, there expanding into a Boulevard, 150' wide with 4 lines of trees, for the $3\frac{1}{2}$ miles up to Sion Causeway. An 80' branch will run to Bandra Causeway *via* the proposed overbridge just north of the two Dadar Stations. (*Vide* Appendix **M-5**.)

Important Debates
of the year.

- (b) *The appointment of a Trust Architect.*—There was considerable difference of opinion on the Trust as to whether it would be worthwhile to appoint a Trust Architect. Ultimately after discussions spread over nearly 4 years, it was in September 1910 resolved by a majority of 7 to 3 to appoint an Architect experimentally for three years on a salary of Rs. 500—50—1,000. (*Vide* Appendix **M-6**.)

Mr. F. G. B. Hawkins, A.R.I.B.A., who was subsequently appointed to the post on the recommendation of the President of the Royal Institute of British Architects, took charge on 6th May 1911, and has already proved a great help to the Trust and their tenants. (*Vide* Appendix **M-7**.)

- (c) *The question of the Trust's co-operating with the Port Trust and Municipality in the construction of a road through the Trust's Parel Estate to connect Elphinstone Road with the Port Trust's Sewri Estate.*—Several alignments of this road have been surveyed; and the matter will be ripe for final decision when the Municipality and the Port Trust, who are mainly interested, finally fix the line. (*Vide* Appendix **M 8**.)
- (d) *Amendment of the Trust Act.*—The Trust heard nothing from Government about the representation they had sent in for an amendment of the Act in December 1909 until December 1910, when Government called for suggestions to mitigate the hardships resultant under the present Act from long delay between notification and declaration of Schemes. The Trust suggested certain amendments of the Act, and these are included in the Draft Bill recently prepared by Government. (*Vide* Appendix **M-9**.)
- (e) *Revision of Rents of Police Accommodation Schemes.*—In preparing the financial forecast, the Chairman found certain defects in the old method of calculating rent payable by Government in Police Accommodation Schemes, which would result in the Board losing part of the Capital spent on these Schemes, though the intention of the Act is that the whole of that Capital with interest should be reimbursed to the Trust in the shape of 60 years' rent. A representation was submitted to Government asking them to pay enhanced rents in future. This Government have now agreed to (*vide* Appendix **M-10**), and the old annual rents are raised from Rs. 27,690 to Rs. 28,532.
- (f) *Re-organization of Land Manager's Staff.*—This was originally necessitated by the transfer of rent collection work from Engineer to Land Manager; but in the course of the inquiry, it was found that the Land Manager's Schedule of sanctioned staff, which was somewhat extravagant and had never been fully worked up to, required entire overhauling. The revised schedule involves

an increase of only Rs. 1,107 per annum in cost of establishment, though the revenue for collection has increased from 5.2 lakhs in 1908-09 to 8.4 lakhs in 1911-12. (*Vide* Appendix **M-11**.)

- (g) *Nowroji Hill Quarries*.—In addition to the quarry land given out in January 1910, a second quarry plot was sold to Messrs. Bulwant Vithal & Co. in November 1910, on the line of Sandhurst Road with a view to expediting the cutting of the very desirable connection between Sandhurst Road and Elphinstone Bridge. Progress on both these quarries has however been very slow.
- (h) The Special Committee appointed to revise the Trust's building regulations, building agreements and leases held 12 meetings during the year. Draft agreements and leases prepared in accordance with their recommendations by the Chairman and Trust Solicitors are now with Counsel (Mr. Lowndes) for final settlement. The Committee's proceedings were sent to the Municipality and the Architects' Association for comments and will be published with the replies received and the finally settled forms of agreements and leases as a separate compilation in due course. Effect was given in February 1911 to an important resolution of the Committee, recommending reversion to the higher scale of remuneration to land brokers which had been reduced in 1905. (*Vide* Appendix **M-12**.)

J. P. ORR,

Chairman,

BOMBAY, 1st October 1911.

City of Bombay Improvement Trust

APPENDIX A.

CAPITAL ACCOUNT.

Note.—The figures are given in Round Lakhs of Rupees.

	1908-09.		1909-10.		1910-11.	
	In year.	To the end of year.	In year.	To the end of year.	In year.	To the end of year.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<i>Receipts.</i>						
Loan	30·0	315·0	85·0	400·0	50·0	450·0
Discount or Premium	—1·1	—2·7	—3·6	—6·3	—0·5	—6·8
Sale Proceeds	1·5	8·8	1·5	10·3	4·3	14·6
Appropriation from General Account.	—1·3	17·7	0·5	18·2	1·6	19·8
TOTAL ...	29·1	338·8	83·4	422·2	55·4	477·6
<i>Expenditure.</i>						
<i>I.—On Government and Municipal Property.</i>						
Schedule "C"	0·4	4·9	0·1	5·0	0·1	5·1
" " "D"	0·2	7·7	N.	7·7	0·1	7·8
" " "E"	...	4·3	N.	4·3	0·2	4·5
Police Accommodation Schemes ...	2·3	7·2	0·9	8·1	2·2	10·3
TOTAL ...	2·9	24·1	1·0	25·1	2·6	27·7
<i>II.—On the Trust's own acquired lands.</i>						
Cost of Management	1·5	11·9	2·0	13·9	1·9	15·8
Cost of Establishment	2·2	14·4	2·4	16·8	2·6	19·4
Acquisition of Land	41·9	234·9	39·7	274·6	42·9	317·5
Chawls	2·5	18·0	3·2	21·2	4·8	26·0
Roads	3·0	9·1	1·1	10·2	0·3	10·5
Other Works	0·2	2·2	0·1	2·3	0·7	3·0
TOTAL ...	51·3	290·5	48·5	339·0	53·2	392·2
<i>III.—Miscellaneous.</i>						
Office Buildings	...	3·1	N.	3·1	N.	3·1
Other items	0·4	2·6	0·3	2·9	N.	2·9
TOTAL ...	0·4	5·7	0·3	6·0	N.	6·0
<i>IV.—Disposal of Profits under Section 19 (3)</i>						
TOTAL ...	...	...	17·76	17·76	0·53	18·29
TOTAL ...	...	...	17·76	17·76	0·53	18·29
GRAND TOTAL ...	54·6	320·3	67·6	387·9	56·3	444·2
Balance ...	—25·5	18·5	15·8	34·3	—0·9	33·4

N= negligible.

BOMBAY, 1st October 1911.

J. P. ORR, Chairman,
City of Bombay Improvement Trust.

ANALYSIS OF GENERAL ACCOUNT.

Out of 76·0 rents no less than 48·1 or 63 per cent. was from temporary occupations.

Of the 19.8 surpluses 17.2 was paid to the Municipality and 1 to Government and the balance 1.6 is payable to Municipality during the current year under Section 79 (3) (a). Of the 19.8 surpluses 17.2 was paid to the Municipality and 1 to Government and the balance 1.6 is payable to Municipality during the current year under Section 79 (3) (a). Of the 19.8 surpluses 17.2 was paid to the Municipality and 1 to Government and the balance 1.6 is payable to Municipality during the current year under Section 79 (3) (a). Of the 19.8 surpluses 17.2 was paid to the Municipality and 1 to Government and the balance 1.6 is payable to Municipality during the current year under Section 79 (3) (a).

*J. P. ORR, Chairman,
City of Bombay Improvement Trust.*

BOMBAY, 1st October 1911.

APPENDIX B (2).

Showing from Appendix B-1 how the burden of Interest and Sinking Fund Charges on Trust's borrowings has been shared by Government, the Municipality and the Trust.

(For explanation of the method followed, vide annual report for 1908-09, pp. 25 to 29.)

Figures in Lakhs.

Sources of Revenue.	Kents.	Maintenance.	Taxes.	Profit from Land, Columns 2-3-4.	Profit from Cash Transactions.	Total Interest and Sinking Fund Charges.	Net Profit in General Account distributed between Government and Municipality.	Distribution of Interest and Sinking Fund Charges.			Percentage of Interest and Sinking Fund Charges.
								Profit from Land.	Cash Profit.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12
Government ...	...	18.9	5.4	0.8	12.7	.....	1.0	11.7	.....	11.7	11.3
Municipality ...	...	1.8	2.0	0.44	—0.6	.....	18.8	—0.6	31.5	30.9	29.7
Trust ...	...	55.3	9.5	7.1	38.7	.....	.....	38.7	22.6	61.3	59.0
Total ...	...	76.0	16.9	8.3	50.8	103.9	19.8	49.8	54.1	103.9	100.0
If the Municipality had levied no taxes from the Trust the figures would have been as follows:—											
Government ...	...	18.9	5.4	.....	13.5	.....	1.0	12.5	.....	12.5	12.0
Municipality ...	...	1.8	2.0	.....	—0.2	.....	27.1	—0.2	23.2	23.0	22.1
Trust ...	...	55.3	9.5	.....	45.8	.....	.....	45.8	22.6	68.4	65.9
Total ...	...	76.0	16.9	.....	59.1	103.9	28.1	58.1	45.8	103.9	100.0

APPENDIX B (3).

Comparison of amounts contributed towards Trust's Interest and Sinking Fund Charges up to end of 1910-11 by Government and Municipality with Capital borrowed by Trust up to end of 1910-11 for expenditure on Government and Municipal lands vested in the Trust.

000 Omitted.

ITEM.	CAPITAL BORROWED.			Government and Municipality's contribution to Interest and Sinking Fund Charges to end of 1910-11 as per Appendix B-2, Col. 11.
	For Works.	For paying off General Account deficits.	Total.	
1	2	3	4	5
	Rs.	Rs.	Rs.	Rs.
Government Lands. { Schedule C Lands ...	4,95	...	4,95	.....
„ E „ „ ...	4,53	75	5,28	.....
Police Accommodation Schemes ...	10,98	1,38	12,36	.....
Total ...	20,46	2,13	22,59	12,50
Municipal Lands—Schedule D ...	7,78	4,38	12,16	23,00
Grand Total ...	28,24	6,51	34,75	35,50

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

BOMBAY, 1st October 1911.

APPENDIX B (4).

(Referred to in para. 23 of Report.)

STATEMENT comparing the Municipal Contributions to the Trust with 2 per cent. on City Assessments.
000 omitted.

YEAR.	1	2	3	4	5	6	General Tax Receipts in each year.	Payment to Trust under Section 72.	Balance of General Tax after such payment.	REMARKS.
1895-96 ...	2,32,73	4,65,46	2,32,62	8½	19,05	18,77	...	...	...	In 11 years ending 1910-11 Rateable Value increased from 252 to 447 lakhs, i.e., by 195 lakhs or nearly 78 per cent. at average rate of 18 lakhs per annum. In 5 years ending 1910-11 Rateable Value increased from 325 to 447 lakhs, i.e., by 122 lakhs or nearly 38 per cent. at average rate of 24 lakhs per annum. The full 2 per cent. (Section 72) would have given Trust 74 lakhs. The Trust actually got only 31 lakhs at an average rate of Rs. 2,81,000 per annum, whereas the full 2 per cent. would have yielded an average of Rs. 6,74,000 per annum. Municipality's actual receipts for General Tax in 1900-11 fell short of full tax realizable by 1,59 lakhs or about 0.14 lakhs per annum. Out of these Receipts the Trust got 31 lakhs while the Municipality got 323 lakhs. This 323 lakhs gave the Municipality in 1900-11 an average income of 29 lakhs per annum which is 7 lakhs per annum more than the average of the preceding 5 years. For the 5 years 1900-05 the average rate of General Tax was 11; for the five years 1905-10 it has been 9; for 1910-11 it is 10½. When 2 per cent. was fixed for Municipal contribution to Trust it was thought that Municipality would be giving up from ⅓th to ¼th of its General Tax receipts every year. The full 2 per cent. was just over 21 per cent. of the actual receipts in 1900-11. But the Municipality gave up to the Trust only 8.7 per cent. of actual receipts.
1896-97 ...	2,38,55	4,77,10	2,38,39	8½	19,52	18,55	...	...	...	
1897-98 ...	2,43,11	4,86,21	2,42,90	8½	19,81	20,56	...	...	...	
1898-99 ...	2,46,33	4,92,66	2,46,05	9½	22,37	22,24	...	...	...	
1899-1900...	2,52,22	5,04,44	2,51,93	12½	30,21	29,95	...	...	...	
Total ...	12,12,94	2,42,587	12,11,89	...	1,10,99	1,10,07	...	...	...	
1900-01 ...	2,59,32	5,18,64	2,59,00	12½	30,98	30,16	4,75	25,41	25,41	
1901-02 ...	2,62,73	5,35,46	2,63,58	10½	26,42	27,00	4,81	22,19	22,19	
1902-03 ...	2,69,74	5,39,48	2,70,60	10½	27,11	27,11	5,00	22,11	22,11	
1903-04 ...	2,92,84	5,85,68	2,93,62	10½	29,81	20,03	3,50	25,53	25,53	
1904-05 ...	2,99,83	5,99,66	3,00,83	10½	30,50	31,78	2,00	29,78	29,78	
1905-06 ...	3,25,12	6,50,24	3,26,12	9	28,56	28,74	2,50	26,24	26,24	
1906-07 ...	3,53,23	7,06,46	3,54,23	9	31,10	30,87	3,00	27,87	27,87	Or an average of 2,940 per annum as Municipality's share against Trust's share averaging 281 per annum.
1907-08 ...	3,78,76	7,57,52	3,79,76	8½	31,27	31,14	3,56	27,58	27,58	
1908-09 ...	4,01,43	8,02,86	4,02,33	8½	33,26	32,95	4,50	28,45	28,45	
1909-10 ...	4,24,39	8,48,78	4,25,20	9½	39,88	39,69	7,80	31,89	31,89	
1910-11 ..	4,47,36	8,94,72	4,47,99	10½	46,94	45,77	8,35	37,42	37,42	
Total ...	37,14,75	7,42,950	37,23,26	...	3,55,83	3,54,24	49,77	3,04,47	3,04,47	
	Adjustment for refund under S...	"	"	"	for 1908-09.	16,76				
	"	"	"	"	1909-10.	53				
	"	"	"	"	1910-11.	160				
					...	...				
							18,89	18,89	18,89	
							30,88	30,88	3,23,36	

LUMRAY, 1st October 1911.

J. P. ORR, Chairman,
City of Bombay Improvement Trust.

APPENDIX C.

(Referred to in para. 19 of Report.)

Analysis of Trust's Loan Transactions to end of 1910-11.

Loan of	Date of Issue.	Description of Loans (all for 60 years at 4 per cent.)	Average Rate of Issue.	Face Value of Debentures.	Premium + or Discount—	Nett Receipts.	½ yearly interest payable.	Basis.	SINKING FUND.						Total S. Fund including interest.	Nominal Value of Investment up to date in 4 per cent. Stock.
									Amounts payable ½ yearly.	Total Amount paid to date.	Interest accrued to date.					
1	2	3	4	5	6	7	8	9	10	11	12	13	14			
1899	1st November 1899...	Improvement Trust Coupon Debentures	Rs. a. p. 96 0 0	Rs. 50,00,000	— 2,00,000	Rs. 48,00,000	Rs. 1,00,000	4%	10,564	2,27,224	58,552	Rs. 2,85,776	Rs. 2,90,000			
1901	6th September 1901...	Improvement Trust Debentures.	95 4 0	30,00,000	— 1,42,394	28,57,606	60,000	"	6,380	1,13,040	22,010	1,35,050	1,36,500			
1902	15th July 1902	Do. ...	98 2 0 6	30,00,000	— 56,150	29,43,850	60,000	"	6,380	1,00,480	16,487	1,16,967	1,18,000			
1903	30th August 1903	Do. ...	100 4 0	60,00,000	+ 14,992	60,14,992	1,20,000	"	12,560	1,75,840	24,306	2,00,146	2,00,500			
1904	7th September 1904...	Do. ...	103 5 9 438	50,00,000	+ 1,18,083	51,18,083	1,00,000	"	10,493	1,24,651	14,197	1,38,848	1,39,500			
1905	12th " 1905...	Do. ...	103 10 2 75	30,00,000	+ 1,09,179	31,09,179	60,000	"	6,280	62,800	5,868	68,668	69,500			
1906	2nd October 1906	Do. ...	100 15 9	20,00,000	+ 19,688	20,19,688	40,000	3%	6,148	49,073	8,517	52,590	53,500			
1907	24th September 1907.	Do. ...	98 4 1 671	15,00,000	— 26,119	14,73,881	30,000	"	4,610	27,658	1,409	29,067	29,500			
1908	8th " 1908...	Do. ...	96 4 6 914	30,00,000	— 1,11,250	28,88,750	60,000	"	9,219	36,877	1,081	37,958	38,500			
1909	1st July 1909	Improvement Trust Coupon Debentures.	95 15 0	Rs. 5,66,600 or Rs. 84,99,000	— Rs. 3,61,215 or Rs. 81,37,793	Rs. 81,37,793	Rs. 1,69,980	"	25,654	76,963	1,417	78,380	79,000			
1910	1st " 1910	Do. ...	99 0 0	Rs. 49,95,000 or Rs. 49,94,000	— Rs. 49,950 or Rs. 49,94,000	Rs. 49,45,050	Rs. 99,900	"	16,078	15,078	.....	15,078	15,000			
			98 7 7 7	4,49,94,000	— 6,85,136	4,43,08,872	8,99,880		1,19,166	10,09,684	1,48,844	11,58,528	11,69,500			

J. P. ORR, Chairman,
City of Bombay Improvement Trust.

POMBAY, 1st October 1911.

APPENDIX D (1).

Trust's Estates on Government Land (Schedule C and Schedule E) as at close of 1910-11.

36

Serial No.	NAME OF PLOT.	Area in thousands of sq. yds.	Schedule value in thousands of Rupees.	DEVELOPED LAND.										UNDEVELOPED PORTION.		REMARKS.
				Leased Plots.				Unleased Plots.				Open spaces in thousands of sq. yds.	Roads in thousands of sq. yds.	Area in thousands of sq. yds.	Schedule value in thousands of Rupees.	
				No.	Area in thousands of sq. yds.	Capital value in thousands of Rupees.	Rental in thousands of Rupees.	No.	Area in thousands of sq. yds.	Capital value in thousands of Rupees.	Rental in thousands of Rupees.					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Schedule C.—Land.																
1	Flats ...	1,414	...	...	...	...	...	...	...	...	...	...	...	1,414	...	Out of this, 150 acres have been leased to the W. I. T. Club at Rs. 7,500 per annum on sufferance lease and 5,999 sq. yds. to Mr. Dhondiba Pandujee.
2	Kennedy Sea Face ...	414	...	1	4	...	...	...	...	...	...	...	...	414	...	Leased to the Swimming Bath 4,000 sq. yds. at Rs. 10 per annum.
3	Cooporage ...	59	586	...	...	...	...	...	...	...	...	59	...	...	...	Constant source of expense. May not be built upon without Government sanction.
4	Marine Lines ...	88 } 33 }	1,206	20	33	630	25.1	...	...	...	...	88	...	...	...	Appropriated as permanent open space under section 60 (4).
5	Wellington Lines ...	44	271	16	32	856	24.6	...	...	...	...	12	...	...	...	Area appropriated as permanent open space under section 60 (4).
6	Wodehouse Road ...	41	370	18	40	823	32.9	...	...	...	...	...	1	...	...	Area is that of Central Garden.
7	Plot south of Old Town Barracks.	2	65	...	...	...	...	...	...	...	...	...	...	...	65	Temporary rent of Rs. 1,950 per annum got from Military Department.
8	Hornby Road ...	57.1	1,272	38	45.1	1,783.5	60.5	...	...	...	...	...	12	...	...	
9	Plot south of Crawford Market (Hornby Road).	7.5	166	1	7.5	322	12.9	...	...	...	...	...	...	...	...	

APPENDIX D (I)—*contd.*

Trust's Estates on Government Land (Schedule C and Schedule E) as at close of 1910-11.

Serial No.	NAME OF PLOT.	Area in thousands of sq. yds.	Schedule value in thousands of Rupees.	DEVELOPED LAND.								UNDEVELOPED PORTION.				REMARKS
				Leased Plots.				Unleased Plots.				Open spaces in thousands of sq. yds.	Roads in thousands of sq. yds.	Area in thousands of sq. yds.	Schedule value in thousands of Rupees.	
				No.	Area in thousands of sq. yds.	Capital value in thousands of Rupees.	Rental in thousands of Rupees.	No.	Area in thousands of sq. yds.	Capital value in thousands of Rupees.	Rental in thousands of Rupees.					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
10	Plot north of Municipal Offices (Hornby Road).	7	198	1	7	222	4.8	...	...	...	...	...	...	...	...	* On actual measurement, Chaupati Estate, is found to be 5,453 sq. yds. less than shown in Schedule C.
11	West Chaupati Estate, including the Hill slope.	58	580	10	13	276.7	12.5	24	43	713.3	32.1	2	...	53	...	
	Old Distillery Plot	7	71	1	1.2	12	0.5	4	4.8	108	4.8	...	1	...	...	
12	Parel Estate	330	991	...	...	...	...	...	...	...	...	...	...	330	991	An area of 15,321 sq. yds. resumed by Govt. for Veterinary College playground, value Rs. 53,623 (T. R. 42 of 28th February 1911.)
	Total	2,618.6	5,776	106	182.8	4925.4	173.8	28	47.8	821.3	36.9	161	140	2,213	1,056	
	Plot held from Government on terms similar to those of Schedule C Lands	8.3	103	1	8.3	258	10.3	...	...	...	...	...	...	...	...	
	East Chaupati Estate.	4.0	32.9	4	3.9	91.9	4.1	...	...	...	...	*0.1	...	...	...	* Small area agreed to be transferred to Municipality for a night-soil depôt.
	Total	12.3	135.9	5	12.2	349.9	14.4	...	...	...	...	0.1	...	...	...	
	Schedule E—Land.	68	...	31	48	2,203	99.1	4	6	151	6.8	*14	...	...	...	
	Colaba Reclamation	...	...	...	...	...	...	...	...	...	...	...	...	...	...	* Pavement.
	Grand Total	2,698.9	5911.9	142	243.0	7,478.3	287.3	32	53.8	972.3	43.7	175.1	140	2,213	1,056	

Roads transferred from the Trust's Estates to the Municipality under Section 45 (2) of the Act are not included in the above figures; they aggregate to 42,305 sq. yds. for Schedule C Lands and 26,406 sq. yds. for Schedule E Lands as per particulars given in Appendix J 1.

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

BOMBAY, 1st October 1911.

APPENDIX D (2).

Trust's Estates on Municipal Land (Schedule D) as at close of 1910-11.

Serial No.	NAME OF ESTATE.	Area in thousands of sq. yds.	Schedule value in thousands of Rupees.	DEVELOPED LAND.										UNDEVELOPED LAND.		REMARKS.		
				Leased Plots.				Unleased Plots.				Open spaces in thousands of sq. yds.	Roads in thousands of sq. yds.	Service passage in thousands of sq. yds.	Area in thousands of sq. yds.		Schedule value in thousands of Rupees.	
				No.	Area in thousands of sq. yds.	Capital value in thousands of Rupees.	Rental of thousands of Rupees.	No.	Area in thousands of sq. yds.	Capital value in thousands of Rupees.	Rental in thousands of Rupees.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
1	Connaught Road Estate.	29.7	170	16	12.2	102.2	4.1	...	...	...	...	...	...	...	1.5	+ 16	78.8	† Being the area of 13 plots occupied by the Municipality for Maratha Hospital.
2	Agripada Estate	407.2	1,266	55	66.8	487.7	19.6	63	103.6	835.7	33.4	29.7	82.6	8.0	87.2	306		
3	Matunga Lands	292.0	348	...	...	219.6	8.8	...	...	...	...	...	...	...	292	348		
	Total	728.9	1,784	71	79.0	589.9	23.7	63	103.6	835.7	33.4	29.7	82.6	9.5	395.2	732.8		

C.—Trust's Chawls together with Trust's store yard covering 2,500 square yards valued at Rs. 19,500 equivalent to an annual rent of Rs. 781.

Roads transferred from the Trust Estates to the Municipality under Section 45 (2) of the Act are not included in the above figures; they aggregate 48,760 square yards, 2,700 out of Connaught Road Estate and 46,060 out of Agripada Estate.

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

BOMBAY, 1st October 1911.

APPENDIX D (3).

Trust's Permanent Estate on their own land as at close of 1910-11.

Serial Number of Scheme.	Name of Scheme.	Land acquired up to 31st March 1910 as per Appendix F.		DEVELOPED LAND.								UNDEVELOPED LAND.			Total of Columns 6, 10, 13, 14, 15 & 16.	Explanation of difference between Columns 3 & 18.		
		Area in thousands of sq. yds.	Awards in thousands of Rupees.	Leased Plots.				Unleased Plots.				Area acquired in thousands of sq. yds.	Proportionate cost of acquisition in thousands of Rupees.					
				No.	Area in thousands of sq. yds.	Capitalized value in thousands of Rupees.	Rental in thousands of Rupees.	No.	Area in thousands of sq. yds.	Capitalized value in thousands of Rupees.	Rental in thousands of Rupees.							
														Open space in thousands of sq. yds.			Roads in thousands of sq. yds.	Service Passages in thousands of sq. yds.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
I	First Nagpada	53.6	1,533.9	56	40.2	720.7	32.5	2	0.7	8.8	0.4	2.8	...	4	1.6	33.8	53.6	14.6 sq. yds. handed over to the Municipality.
II	Princess Street	74.2	6,474.8	66	32.6	4,645.2	209.0	39	24.5	2,974.6	133.8	...	...	4	4.3	237.0	75.1	42.2 handed over to the Bombay Municipality.
III	Sandhurst Road	189.6	8,054.8	25	17.7	1,108.5	49.4	140	102.5	4,627.8	208.3	2.3	22.6	3.6	28.5	...	189.6	52.5 handed over to Municipality for Roads. Area of plots sold out-right 3.4.
IV	Gandevi	150.4	1,215.0	23	22.5	462.8	20.6	78	83.3	1,730.2	78.1	9.7	28.9	6	...	...	150.4	26.1 handed over to Municipality for Roads.
V	Dadar-Matunga	1,006.8	1,293.8	...	...	...	...	...	...	...	...	...	...	...	1,006.8	1,293.8	1,006.8	...
VI	Sion-Matunga	1,051.2	1,09.20	...	...	...	...	...	...	...	...	...	...	...	1,051.2	1,092.0	1,051.2	...
VIII	Mandvi-Koliwada	24.5	1,980.0	18	6.9	638.9	29.6	17	10	881.4	39.6	...	9.0 +	...	...	...	30.9	+This is exclusive of 4.8 sq. yds. of Roads handed over to the Bombay Municipality on 31st March 1911.
IX	Sankli Street	0.3	17.0	...	...	...	...	...	...	...	...	...	...	...	0.3	17.0	0.3	0.3 sq. yds. handed over to the Municipality.
XIII	Souter Street	7.5	20.8	...	...	...	...	...	...	...	...	...	...	...	7.5	20.8	7.5	Municipality.
XXVII	Mathew Road	35.1	1,089.0	7	18.3	555.0	25.0	9	11.9	390.9	17.7	...	3.4	1.5	...	...	35.1	12.8 handed over to Municipality as Roads.
XXIX	Nowroji Hill	140.0	5,376.7	...	...	...	...	...	...	...	...	...	...	...	140.0	5,376.7	140.0	Sold to the B. B. & C. I. Ry. Co.
XXX	Souter Street Extension westward.	14.8	60.5	...	...	...	...	...	...	...	...	...	...	...	14.8	60.5	14.8	
XXXI	Parel	317.9	2,670.2	1	8.0	44.0	2.0	...	...	...	...	...	...	...	309.9	2,624.2	317.9	
XXXIII	Bhatwadi	6.5	277.9	...	...	...	...	...	...	...	...	...	...	...	6.5	277.9	6.5	
	POLICE ACCOMMODATION SCHEMES.																	
XIV	Nagpada	4.0	...	1	4.0	71.9	3.2	...	...	...	...	...	...	...	...	...	4.0	This forms part of land acquired in Scheme I and the amount of 6.6 award is included in Col. 4
XVI	Warehouse Road	6.6	76.3	1	6.6	76.3	3.4	...	...	...	...	...	...	...	...	...	6.6	award is included in Col. 4
XVII	Duncan Road	0.3	37.5	1	0.3	37.5	1.7	...	...	...	...	...	...	...	...	...	0.3	award is included in Col. 4
VIII	Sheppard Road	1.2	15.2	1	1.2	15.2	0.7	...	...	...	...	...	...	...	...	...	1.2	award is included in Col. 4
XIX	Agripada	4.8	44.9	2	4.8	44.9	2.1	...	...	...	...	...	...	...	...	...	4.8	award is included in Col. 4
XXIII	Connaught Road	1.7	13.4	2	1.7	13.4	0.6	...	...	...	...	...	...	...	...	...	1.7	award is included in Col. 4
XXIV	Princess Street	1.5	...	2	1.5	151.4	6.8	...	...	...	...	...	...	...	...	...	1.5	award is included in Col. 4
	Total	3,092.5	51,343.7	205	158.3	8,561.7	384.6	285	232.9	10,613.7	477.9	14.8	63.9	20.1	2,569.4	11,033.7	3,099.8	

C=Trust's Chawls.

Roads transferred from the Trust's Estate to the Municipality under Section 45 (3) of the Act are not included in the above figures; they aggregate 153,325 sq. yds. J. P. ORR, Chairman, City of Bombay Improvement Trust.

BOMBAY, 1st October 1911.

APPENDIX D (4).

Summary.

NAME.	LAND.			DEVELOPED LAND.										UNDEVELOPED LAND.						
	1	Area in thousands of sq. yds.		3	LEASED PLOTS.						UNLEASED PLOTS.				12	13	14	15	Area in thousands of sq. yds.	Cost of acquisition in thousands of Rupees.
		2	Cost of acquisition in thousands of Rupees.		Number.	Area in thousands of sq. yds.	Capitalized value in thousands of Rupees.	Rental in thousands of Rupees.	Number.	Area in thousands of sq. yds.	Capitalized value in thousands of Rupees.	Rental in thousands of Rupees.								
1. Trust's Estates on Government land (Schedules C and E).		2698.9	5911.9	142	243.0	7478.3	287.3	32	53.8	972.3	43.7	175.1	14.0	...	485.9	2213.0	1056.0			
2. Trust's Estates on Municipal land (Schedule D).		728.9	1784.0	71	79.0	589.9	23.7	63	103.6	835.7	33.4	29.7	82.6	9.5	333.7	395.2	732.8			
3. Trust's estates on their own land.		3092.5	31343.7	205	153.3	8561.7	384.6	285	232.9	10613.7	477.9	14.8	63.9	20.1	530.4	2569.4	11033.7			
Total	...	6520.3	39039.6	418	480.3	16629.9	695.6	380	390.3	12421.7	555.0	219.6	160.5	29.6	1350.0	5177.6	12822.5			
				C 14	69.7	934.6	41.0													

BOMBAY, 1st October 1911.

J. P. ORR, Chairman,
City of Bombay Improvement Trust.

APPENDIX D (5).

(Referred to in para. 14 of Report.)

Note on Government lands vested in the Trust.

1. The Government lands originally vested in the Trust were of two classes, *viz.*—

- (i) land which the Trust were free to develop into building estates forthwith ; and
- (ii) land which the Trust could develop into building estates either not at all (*e.g.*, the Flats), or only with the previous sanction of Government.

2. Lands of the former class were valued in Schedule C, and the aggregate value formed the Board's Capital debt to Government, while on the other lands no value was set in the Schedule, and so for the time being the Trust incurred no debt in respect of them.

3. It was, however, provided that when any of these latter lands were actually appropriated for building purposes, their value should be added to the Capital debt on which 3 per cent. interest was payable by the Trust under Section 68, while the value of any that might be definitely appropriated as permanent open spaces should, on such appropriation, be added to the Capital debt, but should be exempt from interest. The value of these open spaces was to be gradually paid to Government out of the Trust's profits under Section 79 (3) (b) (ii.)

4. There are now, therefore, three classes of Government lands vested in the Trust under Schedule C, *viz.*—

Class A.—Those in respect of which the Trust have a Capital debt subject to interest.

Class B.—Those in respect of which the Trust have a Capital debt exempt from interest.

Class C.—Those in respect of which the Trust have no Capital debt.

5. The gradual changes in these classes from year to year are traced out in the Statement at pages 32-37 of the Report for the year 1908-09, which has, however, to be amended from 1907-08 onwards, owing to deductions from Capital debt made in 1909-10 and 1910-11, in respect of roads on the Hornby Road, Marine Lines, Wodehouse Road and Chaupati Estate, taking effect as from 1st April 1908. The effect of these amendments is shown in the appended Statements, which also give figures for the year 1910-11. The effect of resumption from Class A has been to deprive the Trust of their chance of making profits from development. The effect of transfer from Class C to Class A is to add to the Trust's chances of making profits from development. The effect of transfer from Class C to Class B is to saddle the Trust with a new debt, in addition to the annual cost of maintenance, which in both Class B and Class C is far below the revenue from the lands in question. The effect of appropriation of land in Class A for streets is to reduce the Trust's debt by the value of the land in view of the fact that they can get no return from it.

6. The net result of these changes is that (1) the area which the Trust is (nominally)* free to develop into building estates (Class A) has been reduced from 7.9 lakhs square yards to 5.9 lakhs square yards, and its value from Rs. 72.6 lakhs to Rs. 41 lakhs ; (2) an addition of Rs. 14.6 lakhs has been made to the Board's debt in respect of areas (the Cooperage and Marine Lines Maidan), aggregating 1½ lakhs square yards, which are to be kept as permanent open spaces ; and (3) the area which the Board has to maintain as open spaces for the time being has been reduced from 22.6 lakhs square yards to 18.8 lakhs square yards.

* But see notes in col. 17 of Appendix D (1) as to practical restrictions on development.

7. The 3 per cent. interest due to Government for 1910-11 under Section 68 amounts to Rs. 1,09,222, which is about 64 per cent. of the total nett revenue ; Rs. 1,71,392 derived from these Schedule C lands in that year, outside Interest and Sinking Fund charges (Rs. 22,734) on borrowed Capital sunk in the Estates, leaving the nett profits of the year, after paying all Interest and Sinking Fund charges, at Rs. 39,336 only.

J. P. ORR, *Chairman,*

BOMBAY, 1st October 1910.

City of Bombay Improvement Trust.

Statement A showing gradual reduction of
Referred to in para. 5 of

YEAR.	Class.	Plots resumed.			Reasons for resumption.
		Name.	Area.	Value.	
1	2	3	4	5	6
			Sq. yds.	Rs.	
		As at the end of 1906-07, vide Annual Report for 1908-09.	356,241	15,24,587	.....
1907-08	A	Hornby Road ...	425	18,579	Road Alignment... ..
"	"	Do. ...	3,912	87,055	Presidency Executive Engineer's Store Shed.
"	B	.....	.....	.....	.....
"	C	.....	.....	.....	.....
1908-09	A	Wodehouse Road ...	6,578	76,302	Police Accommodation
"	B	.....	.....	.....	.....
"	C	.....	.....	.....	.....
1909-10	A	.....	.....	.....	.....
"	B	.....	.....	.....	.....
"	C	.....	.....	.....	.....
1910-11	A	.....	.....	.....	.....
"	B	.....	.....	.....	.....
"	C	Secretariat Plot ...	17,595	.....	For Science Institute
Total ...			384,751	17,06,523	

Government grant of land to the Trust.

Appendix D (5).

Appropriations for Streets.			Estate as at the end of the year.		REMARKS.
Plot.	Area.	Value.	Area.	Value.	
7	8	9	10	11	12
	Sq. yds.	Rs.	Sq. yds.	Rs.	
.....	33,428	2,98,806	609,583	45,79,639	A.
			146,347	14,63,470	B.
			1,897,599		C.
		Total ...	2,653,529	60,43,109	
Hornby Road ...	19,706	3,94,120			* These deductions, though not made till 1910-11, are to take effect as from end of 1907-8. Hence necessity of altering figures for 1907-08, 1908-09 and 1909-10, given in Annual Report for 1908-09 and 1909-10. (a) 675 square yards valued at Rs. 13,500 deducted on account of shortage in area of the Plot south of Crawford Market found on actual measurement. Schedule area = 9,569 square yards. Actual area = 8,894 square yards.
Marine Lines ...	* 1,600	16,000			
Wodehouse Road...	* 1,239	12,390			
Chaupatty Estate	* 438	4,380	(a) 5,81,533	40,33,066	
(Building land)					
and (Distillery Site).	* 55	549			
.....	.....	.....	146,347	14,63,470	
.....	.....	.....	1,897,599	.....	
		Total...	2,625,479	54,96,536	
.....	.....	.....	574,955	39,56,764	
.....	.....	.....	146,347	14,63,470	
.....	.....	.....	1,897,599	.....	
		Total ...	2,618,901	54,20,234	
.....	.....	.....	574,955	39,56,764	
.....	.....	.....	146,347	14,63,470	
.....	.....	.....	1,897,599	.....	
		Total ...	2,618,901	54,20,234	
.....			573,313	39,56,764	1,642 square yards being Schedule area of Dispensary Plot deducted on account of its acquisition for Railway purposes under the Land Acquisition Act, the Capital Debt remaining intact.
.....	.....	.....	146,347	14,63,470	
.....	.....	.....	1,880,004	.....	
			25,99,664	54,20,234	
	56,466	†7,26,245	2,599,664	54,20,234	† Government have given up gratis for roads land valued in the Schedule at over Rs. 7½ lakhs.

J. P. ORR, Chairman,

City of Bombay Improvement Trust.

BOMBAY, 1st October 1911.

STATEMENT B.

Comparison of Original Grant of Land from Government to Trust with Grant as it stood at the end of 1910-11.

Class.	GRANT.				REMARKS.	
	Original.		At end of 1910-11.			
	Area.	Schedule Value.	Area.	Schedule Value.		
1	2	3	4	5	6	
	Sq. yds.	Rs.	Sq. yds.	Rs.		
A —Land appropriated for development into <i>Building sites</i> .	787,198	72,60,992	573,313	39,56,764	For explanation of the classification A, B, C, <i>vide</i> p. 41.	
B —Land permanently appropriated as <i>Open space</i>.	.....	.....	146,347	14,63,470		
C —Other land not available for development into <i>Building Estate</i> .	2,256,837	.....	1,880,004	.....		
Total ...	3,044,035	72,60,992	2,599,664	54,20,234		
<i>Add—Areas held from Government on terms similar to those of Schedule C.</i>						
Class A.	1. Admiralty site at Marine Lines.	8,258	1,03,225	8,258	1,03,225	Transferred to Trust under Government Resolution, General Department, No. 3579, dated 28th June 1902. (Trustees' Resolution No. 183, dated 8th July 1902) and a conveyance, dated 10th October 1905.
	2. Land out of Mayo Road added to Wellington Lines Estate.	106	1,065	106	1,065	
	3. Land at Charni Road Level Crossing (East Chaupati Estate.)	7,449		* 5,171	38,670		Under Government Resolution, General Department, No. 2837, dated 11th May 1911, Government fixed its schedule value at Rs. 10 per square yard on the 3,867 square yards which alone are leaseable.
	Total ...	15,813	1,04,290	13,535	1,42,960	
GRAND TOTAL at end of 1910-11 ...						
	3,059,848	73,65,282	2,613,199	55,63,194		

BOMBAY, 1st October 1911.

J. P. ORR, Chairman,
City of Bombay Improvement Trust.

Statement C showing the balance on hand (Plot by Plot) of Schedule C Areas and Values as on 31st March 1911.

Item No.	NAME OF ESTATE.	As per Schedule C.		As on 31st March 1911.		3 % Interest on Col. 6 (excluding non-interest bearing debt).	REMARKS.
		Area.	Value.	Area.	Value.		
1	2	3	4	5	6	7	8
1	Flats (as per deposited plan)	...	...	Sq. yds.	Rs.	Rs. a. p	
2	Kennedy Sea Face— Building land	1,701,251	...	1,413,852	...	.....	
	Land not appropriated for building	...	...	4,444	250	7 8 0	Interest runs from 19th May 1899 under Government Resolution, General Department, No. 5582 of 9th November 1910.
3	Cooperage	419,033	...	413,566	...	.....	Ordered to be resumed under Government Resolution, General Department, No. 4157 of 8th July 1911.
		66,178	...	58,596 (open space)	5,85,960	.....	Appropriated as permanent open space on 28th November 1899, vide Government Resolution, General Department, No. 5442 of 28th November 1899. Non-interest bearing debt under Section 68 (2). Value to be gradually paid off out of profits under Section 79.
4	The Secretariat Plot	17,700	...	...	...	.....	Resumed by Government on 5th October 1910.
5	Marine Lines— Open space	122,163	12,21,630	87,751	8,77,510	.....	Appropriated as permanent open space on 8th October 1901, vide Government Resolution, General Department, No. 5762, dated 8th October 1901. Non-interest bearing debt under Section 68 (2). Value to be gradually paid off out of profits under Section 79.
	Building Estate	...	...	31,270	3,12,700	9,381 0 0	Interest runs from 18th July 1911 under Government Resolution, General Department, No. 5582 of 9th November 1910.
6	Wellington Lines	42,394	4,23,940	34,332	2,71,019	8,130 9 2	Out of 1,980 square yards from Cooperage transferred to this Estate under Government Resolution, General Department, No. 4397 of 5th October 1899, only an area of 307 square yards (value Rs. 3,070) now forms part of this Estate; the remainder (1,673 square yards) forms part of the area resumed for the Admiral's House. Interest on this area of 307 square yards runs from 5th October 1909 under Government Resolution, General Department, No. 5582 of 9th November 1910.
7	Wodehouse Road	55,625	5,56,250	40,190	3,57,733	10,731 15 10	
8	Cotton Green	13,105	1,31,050	...	...	.....	Resumed on 3rd February 1904. Credit given on resumption for Board's expenditure on Fire Service Rs. 8,146.
9	Saluting Battery Plot	5,600	2,80,000	...	...	.....	Resumed on 19th May 1903. Credit given on resumption for Board's expenditure on a well Rs. 7,625.

Statement C showing the balance on hand (Plot by Plot) of Schedule C Areas and Values as on 31st March 1911.

Item No.	NAME OF ESTATE.	As per Schedule C		As on 31st March 1911.		3 % Interest on Col. 6 (excluding non-interest bearing debt).		REMARKS.
		Area.	Value.	Area.	Value.	7	8	
1	2	3	4	5	6	7	8	
10	Crescent Site	Sq. yds.	Rs.	Sq. yds.	Rs.	Rs.	a. p.	Resumed on 23rd September 1905. Acquired by Government for Railway Company on 8th April 1910. Collector awarded to the Trust Rs. 1,19,443-12-10 (vide Trustees' Resolution No. 65 of 5th April 1910, and Government Resolution, Revenue Department, No. 2808 of 29th March 1910); but the award is under reference to the High Court and Government have promised to give the Trust land of the value of the ultimate award instead of reducing the Capital Debt.
11	Plot, South of Old Town Barracks...	31,957	7,98,925	...	...	1,949	6 5	
12	Hornby Road	2,166	64,980	2,166	64,980	...	...	
13	Plot South of Crawford Market	71,051	14,21,020	44,986	8,77,679	26,330	5 11	
14	Dispensary Plot	9,569	1,91,380	7,627	1,52,540	4,576	3 2	
		1,642	33,840	...	33,840	1,015	3 2	
15	Plot North of Municipal Offices	6,600	1,98,000	6,600	1,98,000	5,940	0 0	
16	Chowpatti Estate— Building Land	89,623	8,96,230	71,223	7,12,286	21,368	9 3	Area and schedule value to be reduced on account of deficiency of about 5,453 square yards in actual area below schedule area, as ascertained on field survey made in 1908-10.
17	Hill Slope	52,675	...	52,586	...	...	...	Resumed by parts—lastly on 1st December 1903.
18	Police Lines Plot at Dadar	5,234	52,340	...	...	...	...	90,000 square yards occupied by Government for Parel Laboratory. 50,000 square yards ordered to be resumed for King Edward Memorial Hospital under Government Resolution, General Department, No. 3254 of 80th May 1911. Notice served on 10th June 1911. Collector has not yet made his award. 15,321 square yards to be resumed for Veterinary College playground with effect from 8th June 1911, the date of expiration of Notice served on 8th December 1910. Amount of Capital Debt to be reduced under Collector's award Rs. 55,623-8-0.
	Parel Estate	330,469	9,91,407	230,469	9,91,407	29,742	3 4	
	Total ..	3,044,035	72,60,992	2,599,664	54,35,904	1,19,173	0 3	
	Deduct—The Credits as shown in Remarks column against Items 8 and 9 and the 3 per cent. thereon ...	...	...	...	—15,670	—470	1 7	
	Nett Total ..	3,044,035	72,60,992	2,599,664	54,20,234	1,18,702	14 8	3 per cent. interest on Interest bearing Debt only.

Statement C showing the balance on hand (Plot by Plot) of Schedule C Areas and Values as on 31st March 1911.

Item No.	NAME OF ESTATE.	As per Schedule C.		As on 31st March 1911.		3 % Interest on Col. 6 (excluding non-interest bearing debt).	REMARKS.
		Area.	Value.	Area.	Value.		
1	2	3	4	5	6	7	8
	Interest chargeable on 31st March 1911 ...	Sq. yds.	Rs.	Sq. yds.	Rs.	Rs. a. p.	
	Interest not yet chargeable under Section 68 (3) ...	787,198	72,60,992	31,270	3,12,700	1,09,321 14 8	
	Total ...	2,256,837	...	573,313 2,026,351	39,56,764 14,63,470	9,381 0 0	Vide Item No. 5.
	Non-interest bearing ...	3,044,035	72,60,992	2,599,664	54,20,234	1,18,702 14 8	Vide Items 3 and 5.
	Total ...						
1	Add—Areas held from Government on terms similar to those of Schedule C ...	(As originally made over.)					
2	Admiralty Site, Marine Lines ...	8,258	1,03,225	8,258	1,03,225	3,096 12 0	Deed of Conveyance executed on 16th May 1911. Interest to run from 1st June 1909, being the date of commencement of lease to B. B. & C. I. Railway.
3	Land out of Mayo Road added to Wellington Lines Estate ...	106	1,065	106	1,065	31 15 2	
	Land at Charni Road Level-crossing (East Chowpatti Estate) ...	7,449	...	5,171	38,670	1,160 1 7	
	Total ...	15,813	1,04,290	13,535	1,42,960	4,288 12 9	
	GRAND TOTAL ...	3,059,848	73,65,282	2,613,199	55,63,194	1,22,991 11 5	Interest ultimately payable on debt of Rs. (89,56,764 + 1,42,960) = 40,99,724, excluding non-interest bearing debt on Cooperage and Marine Lines Maidans of Rs. 14,63,470 which has to be gradually paid off out of profits under Section 79.

BOMBAY, 1st October 1911.

J. P. ORR, Chairman,
City of Bombay Improvement Trust.

STATEMENT D.

SHOWING gradual reduction of Municipal Grant of land to the Trust referred to in paragraph 14 of Report.

Year.	Plots resumed.			Reasons for Resumptions.		Appropriations for Streets.			Estate as at the end of the year.		REMARKS.
	Name.	Area.	Value.			PLOTS.	Area.	Value.	Area.	Value.	
1	2	3	4	5	6	7	8	9	10	11	
As at the end of 1906-07. 1907-08 ..	.....	Sq. yds. 3,653	Rs. 12,162	.....	...	Sq. yds. 4,530	Rs. 20,902	Sq. yds. 737,767	Rs. 18,07,495		
	.....	...	...	.....	...	...	...	(a), (b), (c) 734,218	17,92,000		(a) 2,973 square yards (valued at Rs. 15,001) deducted on account of shortage (accepted by Municipal Commissioner) in the area of the Connaught Road Estate excluding the Maratha Hospital site. Actual area = 21,075 square yards. (b) 576 square yards (valued at Rs. 491) deducted on account of wrong inclusion (reported to Municipal Commissioner) in Schedule of Plots Nos. 53, 55 and 56 of lands at Matunga. (c) The shortage (a) and the wrong inclusion (b) discovered in 1910-11 are allowed to take effect as from 1st April 1908. Hence necessity of altering figures as given in Annual Report for 1908-09. Deducting 1,562 square yards from lands at Matunga acquired by Government for Railway purposes under Land acquisition Act on payment of Rs. 898 in cash.
1908-09 ...	.....	...	...	.....	...	...	...	732,656	17,92,000		
1909-10 ...	Agripada Estate ...	1,466	7,698	For a Municipal Primary School site.	...	...	...	731,190	17,84,302		
1910-11 ...	Connaught Road Estate ...	1,689	14,873	For a Police Accommodation Scheme site	...	...	...	724,650	17,14,798		
.....	Agripada Estate ...	4,851	54,631	Do.	...	...	...				
	Total ...	11,659	89,364			4,530	20,902	724,650	17,14,798		

BOMBAY, 1st October 1911,

J. P. ORR, Chairman,
City of Bombay Improvement Trust.

STATEMENT E.

Showing the balance on hand of Schedule **D** areas and value as on 31st March 1911.

Item No.	NAME OF ESTATE.	As per Schedule D .		As on 31st March 1911.		Interest at 3 per cent. on Col. 6.	REMARKS.
		Area.	Value.	Area.	Value.		
1	2	3	4	5	6	7	8
1	Connaught Road Estate ...	Sq. yds. 36,827	Rs. 1,93,074	Sq. yds. 29,493*	Rs. 1,48,984*	Rs. a. p. 4,469 8 4	* Includes the area (15,752 sq. yds.) and value (Rs. 78,760) of the Maratha Hospital site, which is still in the occupation of the Municipality. The Municipal Commissioner not accepting the Collector's award under Section 66 (1) in respect of 1,519 square yards (valued at Rs. 8,483) appropriated to service passages, has intimated that he will appeal to the Tribunal. This area and value are, therefore, not yet deducted.
2	Agripada Estate ...	412,815	12,98,137	403,890	12,18,409	36,552 4 4	The Collector's award under Section 66 (1) for 89,064 square yards (valued at Rs. 2,69,755) appropriated to roads and service passages is awaited. Collector's award under Section 68 (1) (ii) in respect of 29,734 square yards (valued at Rs. 89,202) appropriated as open space has not yet been accepted by Municipal Commissioner.
3	Lands at Matunga ...	298,376	3,49,348	291,267	3,47,405	10,422 2 5	
	Total ...	748,018	18,40,559	724,650	17,14,798	51,443 15 1	Subject to deduction under Section 67 (2) and the foot-note to Schedule D on account of areas occupied by roads.

BOMBAY, 1st October 1911.

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

APPENDIX E. *Progress in Trust's Schemes.*

SCHEME.		Area included in scheme in lakhs of sq. yds.	Work done in 1910-11.	Work to be done after 1910-11.	BORROWED CAPITAL IN THOUSANDS OF RUPEES.		REMARKS.
No.	Name.				Spent to end of 1910-11.	To be spent after 1910-11.	
1		3	4	5	6	7	8
I	1st Nagpada	0.70	.....	One property to be acquired and demolished.	2,658	11	
II	Princess Street	1.80	Work of converting pipe sewer and S. W. Drain of New Hanuman Lane with that of Princess Street and construction of pipe sewers on Carnac Road and Road No. 7.	Portion of Scheme, East of Sheikh Memon Street, to be developed and few more service passages to be made up.	7,490	377	
III	Sandhurst Road...	2.60	Sandhurst Road between Falkland Road and Dongri Street completed with a small portion of foot-paths, and roads handed over to the Municipality. Block IV and portion of Block VI of Imamwada Chawls completed. 4 Blocks of reinforced concrete Chawls at Agripada completed and occupied. 12 Properties acquired. 20 houses demolished.	Paving of footpaths, roadwork from Dongri Street to Chinch Bunder Road and in garden areas. Acquisition and pavement and drainage of service passages and adding set-backs. One new block of Chawl at Imamwada to be completed. The remaining two blocks of reinforced concrete Chawl at Agripada, which are almost completed, will be soon finished.	9,825	1,053	
IV	Gandevi	1.80	Roads Nos. 4 and 6 tarred and set-back on old Gandevi Road completed. 6" pipe drain laid in Vatchaghandi Fire Temple and on Roads Nos. 4 and 6. One house demolished.	Paving of footpaths	2,042	98	
		6.40		Carried over ...	22,015	1,539	

APPENDIX E—contd.

Progress in Trust's Schemes—contd.

SCHEME.		Area included in scheme in lakhs of sq. yds.	Work done in 1910-11.	Work to be done after 1910-11.	BORROWED CAPITAL IN THOUSANDS OF RUPEES.		REMARKS.
No.	Name.				Spent to end of 1910-11.	To be spent after 1910-11.	
1	2	3	4	5	6	7	8
V	Dadar-Matunga ...	6.40	Light railway constructed and in use for filling in, and work of filling in low-lying lands started.	Brought forward ...	22,015	1,539	
VI	Sion-Matunga ...	16.10	.....	Most of the filling in and whole of road-making.	1,458	3,760	
VII	Colaba Reclamation ...	19.80	Pavement of all footpaths except that on the Cuffe Parade.	All filling in and road-making ...	1,280	5,227	
VIII	Mandvi-Koliwada...	0.80	Completion of reinforced concrete Chawls. Construction of footpaths round Trust Chawls and service passages between Plots Nos. 12-17, 19-21 and 23-26.	The raised footpath on the Cuffe Parade to be tarred.	453	9	
IX	Sankli Street ...	0.40	.....	Pavement of footpaths and some more service passages to be made up.	2,507	—4	
XI	Street Scheme, Agripada ...	...	Levelling recreation ground done and one tennis court provided. Portions of service passages treated with tar and pavement of footpaths for some portion done.	Nil.	24	...	
XII	Street Scheme, Connaught Road.	...	Some portions of service passages done.	Further service passages to be tarred and pavement of footpaths to be done.	746	71	
				Portions of remaining service passages to be done.	31	...	
		43.50		Carried over ...	28,509	10,602	

Schedule D land.

APPENDIX E—contd.

Progress in Trust's Schemes—contd.

SCHEME.		Area in- cluded in scheme in lakhs of sq. yds.	Work done in 1910-11.	Work to be done after 1910-11.	BORROWED CAPITAL IN THOUSANDS OF RUPEES.		REMARKS.
No.	Name.				Spent to end of 1910-11.	To be spent after 1910-11.	
1	2	3	4	5	6	7	8
XIII	Souter Street Extension, Eastward.	43.50	Roadwork almost complete ...	Brought forward ...	28,509	10,602	
XIV	Police Accommodation, Nagpada.	0.10	.....	A portion of road where sinking owing to filling of tank is taking place will be re-done. Nil.	60	5	
XVI	Do. Warehouse Road.	0.42	.....	Nil.	156	...	
XVII	Do. Duncan Road.	0.66	.....	Nil.	323	...	
XVIII	Do. Sheppard Road.	0.03	.....	Nil.	57	...	
XIX	Do. Agripada ...	0.12	.....	Nil.	36	...	
XX	Do. All completed ...	0.33	...	Nil.	179	...	
XXI	Street Scheme, Wellington Lines.	...	.....	Nil.	35	...	} Schedule C Land.
XXII	Do. Warehouse Road.	...	.....	Nil.	24	...	
XXIII	Do. Hornby Road	...	.....	Nil.	127	...	
XXIV	Police Accommodation, Con- naught Road.	0.17	.....	Nil.	79	...	
XXV	Do. Princess Street.	0.13	Compound wall ...	Nil.	266	...	
		45.46		Carried over ...	29,851	10,607	

APPENDIX E—contd.

Progress in Trust's Schemes—contd.

No.	S(HEME. Name.	Area in- cluded in scheme in lakhs of sq. yds.	Work done in 1910-11.	Work to be done after 1910-11.	BORROWED CAPITAL IN THOUSANDS OF RUPEES.		REMARKS.
					Spent to end of 1910-11.	To be spent after 1910-11.	
1	2	3	4	5	6	7	8
XXV	Police Accommodation, Gamdevi.	45.46	.....	Brought forward ...	29,851	10,607	
XXVI	Do. Foras Road.	...	.....	The whole ...	...	...	Scheme to be revised.
XXVII	Mathew Road Street Scheme.	0.50	.....	Do. ...	...	...	Not yet sanctioned by Government.
XXIX	Nowroji Hill ...	1.50	Paving of footpaths for some portion done. 239 square yards of land acquired in 2 cases.	Paving of the remaining footpaths and making service passages. Night Soil Depot to be removed.	1,270	56	
			39,867 square yards of land acquired with 139 properties; 18 houses demolished. New quarry started on line of Sandhurst Road.	Hill to be quarried out and ultimately to be removed. Chawls to accommodate 3,200 adults to be constructed. Estate to be laid out in sites for shops, godowns and residences in plots aggregating about 113,679 square yards. 48,326 square yards to be devoted to roads and open spaces.	5,598	1,153	
XXX	Souter Street Extension, Westward.	0.40	Acquisition and filling in of land east of railway done, and land sold to B. B. & C. I. Ry.	Remaining acquisition and construction of road.	95	98	The Board realized Rs. 1,32,000 by the sale of land to the B. B. & C. I. Ry.
XXXI	Parel Street Scheme— Filling in quarry holes and construction of roads. Reinforced concrete Chawls at Soparibag Road.	9.08 0.08	 3 out of the 6 Blocks completed and 3 more than half done.	Filling in quarry holes and construction of roads. Completion of the remaining 3 Blocks.	3,184	4,929	
		58.46		Carried over ...	39,998	16,843	

APPENDIX E—concl.
Progress in Trust's Schemes—concl.

SCHEME.		Area in- cluded in scheme in lakhs of sq. yds.	Work done in 1910-11.	Work to be done after 1910-11.	BORROWED CAPITAL IN THOUSANDS OF RUPEES.		REMARKS.
No.	Name.				Spent to end of 1910-11.	To be spent after 1910-11.	
1	2	3	4	5	6	7	8
XXXII	East Agripada ...	58.46	Original Scheme revised ...	Brought forward ...	39,998	16,843	The revised Scheme is generally approved by Improvement Committee and is now to go up to the Board.
XXXIII	Bhatwadi ...	5.00	...	The whole ...	...	...	
XXXIV	Police Accommodation, Chunam Kiln Road.	0.10	618 sq. yds. acquired with 2 houses; 1 demolished.	Demolition of houses; laying out of plots and road-making.	304	155	
XXXV	Do. Falkland Road.	..	.....	The whole ...	...	...	
XXXVI	Street Scheme, Chunam Kiln Road.	0.10	Work started in March 1911. Square yard acquired 5,560.	Do. ...	...	...	
		63.66		Demolition of houses and road-making with footpaths. Square yards to be acquired 1,934.	44	323	
				Total ...	40,346	17,321	
					57,677		

BOMBAY, 1st October 1911.

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

APPENDIX F.

STATEMENT showing the area acquired up to the beginning of, in and up to the end of 1910-11, and the cost thereof with estimate of cost of acquisition yet to be effected in sanctioned schemes.

Note.—The schemes not included in column 1 either involve no acquisition or have not yet been sanctioned.

S C H E M E.	Up to beginning of 1910-11.			In 1910-11.			Total up to end of 1910-11.			Land yet to be acquired at end of 1910-11.					REMARKS.	
	No. of Cases.	Total area acquired.	Awards.	No. of Cases.	Total area acquired.	Awards.	No. of Cases.	Total area acquired.	Awards.	No. of Cases.	Area.	Estimated Cost.				
												Awards.	General Charges @ 10 %	Total.		
	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	
I ..	107	Sq. yds. 72,616	Rs. 15,33,902	....	....	....	107	Sq. yds. 72,616	Rs. 15,33,902	1	176	Rs. 10,000	Rs. 1,000	Rs. 11,000		
II ..	376	115,098	60,49,398	12	2,922	4,35,423	388	117,920	64,74,821	(a) 3	500	3,19,000	31,900	3,50,900		(a) Only three cases, viz., Lalji's, Piru's and case No. 322 are to be acquired.
III ..	517	241,346	79,65,068	12	4,130	88,846	529	245,476	80,54,814	21	15,381	4,30,900	43,000	4,73,900		
IV ..	62	174,641	12,14,430	3	1,901	523	65	176,542	12,14,958	2	1,757	268	27	295		
V ..	301	885,664	10,83,764	70	1,21,178	2,10,061	371	1,006,842	12,93,815	256	598,092	4,60,716	46,071	5,06,787		
VI ..	723	772,240	7,58,995	170	278,981	3,35,081	893	1,051,221	10,93,028	307	927,432	18,81,716	1,88,171	15,19,887		
VII ..	1	9,152	13,000	....	....	....	1	9,152	13,000	....	....	....	....	....		
VIII ..	202	25,110	19,64,892	5	4,215	15,287	207	29,325	19,80,089	1	8	2,000	200	2,200		
IX ..	1	340	17,000	....	....	....	1	340	17,000	....	....	....	....	....		
X ..	....	....	....	....	....	....	....	....	....	1	89	2,610	361	2,871		
XIII ..	2	7,484	20,786	....	....	....	2	7,484	20,786	....	....	....	....	....		
XVII ..	3	829	83,967	....	....	....	3	829	83,967	....	....	....	....	....		
XVIII ..	1	1,313	15,915	....	....	....	1	1,313	15,915	....	....	....	....	....		
XXVII ..	38	47,659	10,88,889	2	239	20	40	47,898	10,89,009	4	2,971	71,873	7,187	79,060		
XXIX ..	173	100,172	41,80,085	139	39,867	11,06,643	312	140,039	53,76,728	83	13,377	(b) 10,84,153	1,08,416	10,81,219		(b) Estimate allows for alteration of Scheme referred to at page 10.
XXX ..	....	....	....	3	14,798	60,631	3	14,798	60,631	2	6,601	67,893	6,789	74,682		
XXXI ..	18	101,886	8,44,884	31	215,381	18,05,320	49	317,866	26,70,234	66	661,579	81,57,879	8,15,788	34,73,667		
XXXIII ..	32	5,836	2,19,683	2	618	58,169	34	6,454	2,77,862	2	2,052	99,143	9,915	1,09,063		
XXXVI ..	....	....	....	6	5,560	1,30,783	6	5,560	1,30,783	4	1,934	1,12,190	11,219	1,23,409		
Total ..	3,557	3,560,335	2,70,30,588	455	690,327	43,14,612	3,013	3,251,175	3,13,45,170	763	2,231,833	70,53,665	7,05,385	77,59,030		

BOMBAY, 1st October 1911.

J. P. ORR, Chairman,
City of Bombay Improvement Trust.

APPENDIX

(Area, Capital Value and Rental

ESTATE.	Disposed of to the end of 1909-10.				Disposed of in 1910-11.			
	No. of Plots.	Area.	Capital Value.	Rent.	No. of Plots.	Area.	Capital Value.	Rent.
		Sq. yds.	Rs.	Rs.		Sq. yds.	Rs.	Rs.
<i>Schedule C.</i>								
Kennedy Sea Face ...	1	4.0	0.2	0.01	...	...	...	..
Hornby Road... ..	39	59.5	2,322.9	78.0	1	0.1	4.6	0.2
Marine Lines ...	21	41.3	888.0	35.4	...	...	...	...
Wellington Lines ...	16	32	856.0	24.6	...	...	...	...
Wodehouse Road ...	18	40	823.0	32.9	...	...	...	...
Chowpatti (East) ...	...	...	...	...	4	3.0	91.9	4.1
Chowpatti (West) ...	10	13.0	274.0	12.3	1	1.2	14.7	0.7
	105	189.8	5,164.1	183.21	6	5.2	111.2	5.0
<i>Schedule D.</i>								
Agripada	59	94.7	694.7	27.9	2	1.4	12.6	0.5
Connaught Road ...	13	10.2	86.0	3.5	3	2.0	16.2	0.6
	72	104.9	780.7	31.4	5	3.4	28.8	1.1
<i>Schedule E.</i>								
Colaba Reclamation ...	31	48.0	2203.0	99.1	...	...	...	...
<i>Trust's own property.</i>								
I.—Nagpada	57	43.8	736.5	33.2	1	0.7	10.2	0.5
II.—Princess Street...	64	40.1	4307.7	193.8	4	2.2	483.0	21.7
III.—Sandhurst Road ...	19	28.8	998.8	44.4	8	3.3	304.2	13.7
IV.—Gamdevi	12	11.8	271.0	12.2	11	10.7	191.8	8.4
VIII.—Mandvi-Koliwada ...	5	6.0	495.3	22.3	14	4.9	468.6	21.1
XXVII.—Mathew Road ...	5	17.9	542.4	24.4	2	0.4	12.6	0.6
XXXI.—Parel Street Scheme...	...	...	...	...	1	8.0	44.0	2.0
	162	148.4	7351.7	330.3	41	30.2	1,514.4	68.0
<i>Police Accommodation Scheme.</i>								
XIV.—Nagpada	1	4.0	71.9	3.2	...	...	...	...
XVI.—Wodehouse Road ...	1	6.6	76.3	3.4	...	...	...	...
XVII.—Duncan Road ...	1	0.3	37.5	1.7	...	...	...	...
XVIII.—Sheppard Road ...	1	1.2	15.2	0.7	...	...	...	...
XIX.—Agripada	...	...	...	...	2	4.8	44.9	2.1
XXIII.—Connaught Road ...	...	...	...	...	2	1.7	13.4	0.6
XXIV.—Princess Street ...	...	...	...	...	2	1.5	151.4	6.8
	4	12.1	200.9	9.0	6	8.0	209.7	9.5
Total	374	503.2	15,700.4	653.0	58	46.8	1,864.1	83.6

G (1).

are shown in thousands.)

Disposed of to the end of 1910-11.				Balance available for leasing.			
No. of Plots.	Area.	Capital Value.	Rent.	No. of Plots.	Area.	Capital Value.	Rent.
	Sq. yds.	Rs.	Rs.		Sq. yds.	Rs.	Rs.
1	4.0	0.2	0.01	...	...	.....	.....
40	59.6	2,327.5	78.2	...	...	.....	.....
21	41.2	888.0	35.4	...	...	.....	.....
16	32.0	856.0	24.6	...	...	.....	.....
18	40.0	823.0	32.9	...	...	.....	.....
4	3.9	91.9	4.1	...	...	.....	.....
11	14.2	288.7	13.0	28	47.8	821.3	36.9
111	195.0	5275.3	188.2	28	47.8	821.3	36.9
61	96.1	707.3	28.4	63	103.6	835.7	33.4
16	12.2	102.2	4.1	...	...	.....	.....
77	108.3	809.5	32.5	63	103.6	835.7	33.4
31	48.0	2203.0	99.1	4	6	151	6.8
58	44.5	746.7	33.7	2	0.7	8.8	0.4
68	42.3	4790.7	215.5	39	24.5	2974.6	133.8
27	32.1	1303.0	58.1	140	102.5	4627.8	208.3
23	22.5	462.8	20.6	78	83.3	1730.2	78.1
19	10.9	963.9	43.4	17	10.0	881.4	39.6
7	18.3	555.0	25.0	9	11.9	390.9	17.7
1	8.0	44.0	2.0	...	...	.....	.....
203	178.6	8866.1	398.3	285	232.9	10613.7	477.9
1	4.0	71.9	3.2	...	...	.....	.....
1	6.6	76.3	3.4	...	...	.....	.....
1	0.3	37.5	1.7	...	...	.....	.....
1	1.2	15.2	0.7	...	...	.....	.....
2	4.8	44.9	2.1	...	...	.....	.....
2	1.7	13.4	0.6	...	...	.....	.....
2	1.5	151.4	6.8	...	...	.....	.....
10	20.1	410.6	18.5	...	...	.....	.....
432	550.0	17564.5	736.61	380	390.3	12421.7	555.0

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

APPENDIX G (2).

Statement showing revenue derivable from plots disposed of in 1910-11.
(Vide para. 16 of Report.)

Serial No.	Date from which rent runs.	Scheme No.	Plot No.	Area.	Capital value per sq. yd.	Capital value of Plot.	Annual Rent.	REMARKS.
				Sq. yds.	Rs.	Rs.	Rs.	
1	15th July 1910	...	Hornby Road.	90	116	40	4,640	208
2	3rd February 1911	...	Chaupati West.	26	1,222	12 & 3	15,615	704
3	21st April 1911...	...	Chaupati East.	2	336	54	18,144	816
4	Do. do.	...	Do. ...	3	791	45	31,720	1,428
5	Do. do.	...	Do. ...	Shop. 4	2,499	20	31,237	1,404
6	21st April 1911	...	Do. ...	1	241	13.5	10,845	488
				4	3,867	...	91,946	4,136
7	30th April 1911	...	Connaught Rd.	4 & 5	1,227	8.20	10,100	404
8	Do. do.	...	Do. ...	8	745	8.20	6,100	244
				3	1,972	...	16,200	648
9	23rd April 1910	...	Agripada ...	74	1,046	7.64	9,000	360
10	22nd December 1910	...	Do. ...	112	328	11	3,600	144
				2	1,374	...	12,600	504
11	10th July 1910	...	First Nagpada.	43	727	14	10,178	460
			Scheme II.					
12	1st April 1912	...	Princess Street.	95	464	250	1,16,000	5,220
13	16th February 1912	...	Do. ...	100	473	220	1,04,060	4,384
14	19th November 1911	...	Do. ...	102	1,020	185	1,88,700	8,492
15	22nd February 1912	...	Do. ...	105	269	276	74,244	3,340
				4	2,226	...	4,83,004	21,736
16	9th February 1912	...	Scheme III ...	2	520	100	52,000	2,340
17	25th January 1912	...	Do. ...	4	682	40	27,280	1,228
18	9th February 1912	...	Do. ...	10	471	90	42,390	1,908
19	25th August 1911	...	Do. ...	16	281	235	66,035	2,972
20	Do. do.	...	Do. ...	21	248	230	57,040	2,568
21	22nd December 1911	...	Do. ...	57	256	25	6,400	288
22	9th February 1912	...	Do. ...	72	425	160	42,500	1,912
23	5th February 1912	...	Do. ...	88	421	25	10,525	472
				8	3,304	...	3,04,170	13,638
24	20th July 1911	...	Scheme IV ...	6	1,090	22.22	24,198	1,092
25	31st March 1911	...	Do. ...	22	480	15	7,200	324
26	10th August 1911	...	Do. ...	23	641	16.6	10,683	480
27	15th February 1912	...	Do. ...	49.53	5,801	17.1 & 16	93,955	4,228
28	20th April 1911	...	Do. ...	82	437	16.56	7,298	328
	14th December 1911	...	Do. ...	102.03	2,225	18.75 & 20.1	48,400	1,936
				11	10,674	...	1,91,734	8,388
29	28th April 1911	...	Scheme VIII...	12	464	90	41,760	1,880
30	18th August 1911	...	Do. ...	18	320	86	27,520	1,240
31	16th February 1911	...	Do. ...	19	418	90	37,620	1,632
32	"	...	Do. ...	21	420	70	29,400	1,324
33	22nd February 1912	...	Do. ...	24	360	105	37,800	1,700
34	9th November 1911	...	Do. ...	25	317	100	31,700	1,428
35	27th July 1911	...	Do. ...	27	411	110	45,210	2,056
36	"	...	Do. ...	28	441	100	44,100	1,984
37	(a)	...	Do. ...	29	585	120	70,200	3,160
38	"	...	Do. ...	31-32	647	120	77,640	3,492
39	"	...	Do. ...	33-34	409	50	20,450	920
40	31st August 1911	...	Do. ...	35	123	40	5,160	232
				14	4,921	...	4,68,560	21,088
41	1st February 1911	...	Scheme XXVII	17	318	30	9,540	428
42	20th December 1910	...	Do. ...	20	88	35	3,080	140
				2	406	...	12,620	568
43	.....	...	Scheme XXXI	1	8,030	5½	44,165	1,988
			Grand Total ...	52	38,839	...	16,55,432	74,116

* Agreement not executed.
Re-leased this year.

(a) Agreement not executed.

* Rent accrues as from 12 months after date of Engineer's intimation to the tenant that the plot is available for being taken into his possession.

BOMBAY, 1st October 1911.

J. P. ORR, Chairman,
City of Bombay Improvement Trust

APPENDIX H.

Statement of Police Accommodation Schemes.

Serial No.	Scheme.		Date of Completion.	No. of persons accommodated.		Area of Site.	Cost of Site.	Cost of Building, &c.	Interest Charges, &c.	Total Capital Cost.	Rent payable by Government.	REMARKS.
	No.	Name.		Officers.	Men.							
1	2	3	4	5	6	7	8	9	10	11	12	13
1	XIV	Nagpada ...	...	3	60	3,955	Rs. 71,877	Rs. 82,596	Rs. 17,568	Rs. 1,71,841	Rs. 8,094	* Different buildings were completed on different dates, but for purposes of lease this has been taken as the date from which it commences to run.
2	XVIII	Shepard Road ...	1-11-05	1	...	1,237	Rs. 15,173	Rs. 20,135	Rs. 2,495	Rs. 37,803	Rs. 1,781	
3	XVI	Wodehouse Road ...	31- 3-06	5	224	6,578	Rs. 76,302	Rs. 2,44,006	Rs. 14,027	Rs. 3,34,335	Rs. 15,747	
4	XVII	Duncan Road ...	6-10-08	0	8	316	Rs. 37,536	Rs. 19,272	Rs. 5,900	Rs. 62,708	Rs. 2,910	
5	XXIII	Connaught Road ...	11- 1-09	2	28	1,689	Rs. 13,409	Rs. 68,211	Rs. 8,921	Rs. 90,541	Rs. 4,201	
6	XIX	Agripada ...	*1- 6-09	5	60	4,851	Rs. 44,876	Rs. 1,37,800	Rs. 19,332	Rs. 2,02,008	Rs. 9,373	Rents not yet settled; the figures given herein are according to the Trust's calculations which have been submitted to Government for approval.
7	XXIV	Princess Street	31- 5-10	5	12	1,492	Rs. 1,51,413	Rs. 1,19,253	Rs. 12,621	Rs. 2,83,287	Rs. 13,060	
			Total...	21	392	20,118	Rs. 4,10,586	Rs. 6,91,273	Rs. 80,664	Rs. 11,82,523	Rs. 55,166	

BOMBAY, 1st October 1911.

J. P. ORR, Chairman,
City of Bombay Improvement Trust.

APPENDIX I.

Particulars of Trust's Chawls.

Serial No.	Name of Chawl.	Chawl No.	Sanctioned under Scheme.	Date of Completion.	No. of Rooms.	No. of adults accommodated.	Area under Building. Sq. yds.	Area of open space. Sq. yds.	Total area of Site, Sq. yds.	Capital Cost.			Total Cost, exclusive of share of cost of management.	Capital Cost per adult accommodated.	Monthly Average Rent per room.	Maximum rent of chawl per annum.	Remarks.
										Land.	Works.	Establishment.					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
A.—Completed Chawls.																	
1	Agripada A Chawls.	1-4	I	1901	298	1,323	3,220	5,157	8,377	65,450	1,70,462	18,241	2,54,153	192	3-00	10,722	
2	" B "	5-16	"	1905	928	2,752	6,487	5,508	11,995	81,325	4,67,760	52,866	6,01,951	220	2-51	27,969	
3	Nagpada A "	17-18	"	"	144	576	1,167	1,151	2,258	15,806	75,526	11,798	1,03,130	179	2-60	4,503	
4	Chandanwadi "	19-24	II	1907	678	2,016	4,100	4,458	8,558	1,30,815	3,46,473	66,887	5,44,175	270	3-37	27,392	
5	Imamwada A "	25, 27, 29, 30 & 41	III	1907-10-11	876	2,623	5,529	7,906	13,435	1,81,741	4,55,172	84,215	7,21,128	274	3-33	35,013	
6	Princem Street "	28	II	1908	64	192	441	688	1,129	14,677	39,272	4,234	58,183	303	3-26	2,503	
7	Nagpada B "	39	III	1910	144	576	960	1,083	2,043	10,215	82,832	15,152	1,08,193	188	3-50	6,048	
8	Agripada C "	31, 32, 38 & 40	III	1910	298	1,296	2,205	2,178	4,383	34,229	1,74,527	34,595	2,43,351	188	5-50	19,023	
9	Mandvi-Koliwada "	33, 34, 35, 36 & 37	VIII	1910	279	888	3,290	(a) 774	4,064	3,05,816	2,54,009	41,154	6,00,979	677	9-07	30,348	
10	Suparibag "	42, 43 & 44	XXXI	1911	240	960	1,616	2,399	4,015	22,083	1,53,162	26,803	2,02,018	210	3-25	9,360	
	Total	.....	.....	.. ..	3,939	13,207	28,055	31,302	60,257	8,65,157	22,19,195	3,55,945	34,40,297	260	3-66	1,72,881	
B. Chawls in Progress.																	
11	Agripada C Chawls.	45-46	III	.....	144	648	1,102	959	† 2,061	16,096	86,995	15,362	1,18,453	.....	.....	.....	
12	Imamwada B "	50	"	.....	26	78	367	582	949	12,838	6,478	1,134	20,456	.....	.....	.....	
13	Suparibag "	47, 48 XXXI & 49	XXXI	.....	240	960	1,616	2,399	4,015	22,082	90,021	15,754	1,27,857	.....	.....	.....	
	Total	.....	.....	.....	410	1,686	3,085	3,940	7,025	51,016	1,83,494	32,250	2,66,760	.....	.....	.....	

* Out of these 279 rooms, only 222 are living rooms. The rest are shops and godowns.

(a) As this chawl's site is surrounded by roads and backs into a broad Railway, it was not necessary to leave a large proportion of the site itself free of buildings and the site cost Rs. 75-25 per square yard prohibited the devotion of too large a proportion of it to unremunerative purposes.

BOMBAY, 1st October 1911.

J. P. ORR, Chairman,
City of Bombay Improvement Trust.

APPENDIX J (1).

ROADS handed over to the Municipality before 1911-12.

Serial No.	Date of giving Possession to Municipality.	Name of Road.	Length in feet.	Breadth in feet.	Area in square yards.	Cost of Acquisition.	Cost of Construction to end of March 1911.		REMARKS.
							As per Administration Report outlay at end of March 1910.	Outlay during 1910-11.	

Schedule "C" Lands.

						Rs.	Rs.	Rs.	
1	12th Feb. 1906	... Marine Lines Estate...	1,612	mean 8½	1,542		673	...	
2	21st May 1902	... Road between Cooperage and Wellington Lines.	1,389	mean 40	8,937		23,136	...	
3	21st Sept. 1908	... Widening of Mayo Road.	500	50			10,249	...	
				varying from 0' to 100'					
4	8th Nov. 1905	... Wodehouse Road Estate—							
		Ormiston Road...	670	50	5,323		14,125	...	
5		Convent Street...	361	40			6,075	...	
6	8th April 1907	... Hornby Road Estate—							
		Ravelin Street...	500	60	8,033		19,300		
7		and Portion of Murzban Road.	705	60			27,218		
8	19th Feb. 1906	... Road South of Crawford Market.	285	40	1,267		5,243		
		Chaupati Estate—							
9		Road No. 1 ...	889	40	3,949		21,433	...	The Municipality took over charge of these roads from the P.W. D., but the Trust paid for them under section 69 (1) & (2).
10		" No. 2 ...	964	60	6,427		34,867	...	
11		" No. 3 ...	677	40	3,009		16,331	...	
12		" No. 4 ...	304	40	1,349		7,330	...	
13		" No. 5 ...	556	40	2,469		13,403	...	
		Total ...	9,412		42,305	...	1,99,383	...	

Schedule "D" Lands.

	1st Aug. 1906	... Connaught Road Estate—						
14		Ulster Road ...	480	40	2,133		20,280	...
15		Road No. 2 ...	255	20	567		5,388	...
		Carried forward Total.	735		2,700		25,668	
		Carried forward...	9,412		42,305	.....	1,99,383	...

APPENDIX J (1)—contd.

Serial No.	Date of giving Possession to Municipality.	Name of Road.	Length in feet.	Breadth in feet.	Area in square yards.	Cost of Acquisition	Cost of Construction to end of March 1911.		REMARKS.
							As per Administration Report outlay at end of March 1910.	Outlay during 1910-11.	
		Brought forward ...	9,412	...	42,305	Rs. ...	Rs. 1,99,383	Rs. ...	

Schedule "D" Lands--contd.

		Brought forward ...	735		2,700		25,668	...	
		Agripada Estate, Scheme XI—							
16	10th May 1910 ...	Road No. 1 ...	535	26 $\frac{2}{3}$	1,584		8,203	274	Without foot-paths.
17	Do.	" No. 2 ...	1,006	26 $\frac{2}{3}$	2,979		15,442	...	
18	Do.	" No. 3 ...	1,142	26 $\frac{2}{3}$	3,381		15,522	"	
19	Do.	" No. 4 ...	1,022	26 $\frac{2}{3}$	3,026		15,684	"	
20	Do.	" No. 5 ...	1,021	26 $\frac{2}{3}$	3,023		17,684	"	
21	Do.	" No. 6 ...	854	26 $\frac{2}{3}$	2,529		13,105	"	
22	Do.	" No. 7 ...	248	20	551		3,806	95	
23	Do.	" No. 8 ...	488	"	1,083		7,570	204	
24	Do.	" No. 9 ...	415	26 $\frac{2}{3}$	1,229	}	16,814	513	
			675	20	1,499				
25	Do.	" No. 10 ...	1,013	26 $\frac{2}{3}$	2,999		15,628	564	
26	Do.	" No. 11 ...	200	20	445		3,928	77	
27	Do.	" No. 12 ...	428	20	950		6,566	247	
28	Do.	Souter Street ...	1,727	40	7,673		39,829	675	
29	Do.	Gilder Street Scheme E land.	180	40	800				
30	Do.	Do. E land to Jetha Street.	1,863	40	8,280				
31	Do.	Additional portion of Gilder Street from Jetha Street to Club Road.	310	40	1,378		47,123	...	
32	Do.	Additional portion of Junction of Gilder Street, Souter Street and Club Road.	142	50	789				
		Total ...	14,004		46,898		2,52,572	2,649	

Schedule "E" Lands.

33-37	28th Nov. 1908 ...	Roads on Colaba Reclamation—							* (1) Kittredge Road, (2) Fazul Road, (3) Khatau Road, (4) Panday Road, (5) Centre Road.
		* Five 40' Roads...	2,042	27	23,430				
38		Cuffe Parade ...	2,234	70					
39	15th Dec. 1910 ...	Kittredge Road Foot-paths.	348	6 $\frac{2}{3}$	506				
40	Do.	Do. ...	335 $\frac{2}{3}$	6 $\frac{2}{3}$					
41	Do.	Fazul Road Foot-paths.	365 $\frac{2}{3}$	6 $\frac{2}{3}$	548				
42	Do.	Do. ...	374	6 $\frac{2}{3}$					
		Carried forward Total	5,699 $\frac{1}{2}$		24,484				
		Carried forward..	23,416		89,203		4,51,955	2,649	

APPENDIX J (1)—contd.

Serial No.	Date of giving Possession to Municipality.	Name of Road.	Length in feet.	Breadth in feet.	Area in square yards.	Cost of Acquisition.	Cost of Construction to end of March 1910-11.		REMARKS.
							As per Administration Report outlay at end of March 1910.	Outlay during 1910-11.	
		Brought forward ...	23,416	...	89,203	Rs. ...	Rs. 4,51,955	Rs. 2,649	

Schedule "E" Lands—contd.

		Brought forward ...	5,699½	...	24,484				
43	15th Dec. 1910 ...	Khatau Road Foot-paths.	813½	6½	} 479				
44	Do.	Do. ...	332½	6½					
45	Do.	Panday Road Foot-paths.	286	6½	} 475				
46	Do.	Do. ...	302½	6½					
47	Do.	Do. Corner.	42½	8½	} 950				
48	Do.	Centre Road Foot-paths.	641	6½					
49	Do.	Do. ...	641	6½	} 18				
50	Do.	Junction of Cuffe Parade and Woide House Road Foot-path.	19	mean 8½					
		Total ...	8,278	....	26,406	.....	95,410	10,766	

Scheme I.

51	22nd Jan. 1903 ...	New Nagpada Main Road.	1,251	50	} 14,648		39,540		
52	Do.	1st Peer Khan Lane...	282	40			7,131		
53	Do.	2nd " " ...	747	40	} 14,648		18,888		
54	16th Jan. 1904 ...	3rd " " ...	471	40			11,909		
55	Do.	4th " " ...	232	40	} 14,648		5,866		
		Total ...	2,983		14,648	3,15,440	83,334	...	

Scheme II.

56	1st May 1910 ...	Princess Street from Queen's Road to Kalbadevi Road.	1,475	80	13,111		58,044	200	} Handed over all with footpaths except New and Old Hanuman Lanes.
57	Do.	Princess Street from Kalbadevi Road to Plot No. 48.	204	128	2,902		} 12,841	300	
58	Do.	Chandanwadi Lane...	208	40	924				
59	1st Aug. 1910 ...	Princess Street from Plot No. 48 to Shekh Memon St.	1,120	60	7,466		} 33,051	...	
60	Do.	Shekh Memon Street opposite Jumma Masjid.	48	19	102				
		Carried forward Total	3,055		24,505		1,03,936	500	
		Carried forward...	34,677		1,30,257	3,15,440	6,30,699	13,415	

APPENDIX J (1)—contd.

Serial No.	Date of giving Possession to Municipality.	Name of Road.	Length in feet.	Breadth in feet.	Area in square yards.	Cost of Acquisition	Cost of Construction to end of March 1911.		REMARKS.		
							As per administration Report outlay at end of March 1910.	Outlay during 1910-11.			
		Brought forward ...	34,677		1,30,257	Rs. 3,15,240	Rs. 6,30,699	Rs. 13,415			
Scheme II—contd.											
		Brought forward ...	3,055		24,505		1,03,936	500			
61	1st Agust 1910 ...	New Hanuman Lane.	120	24	} 978.5		1,818	1,250	Handed over all with footpaths except New and Old Hanuman Lanes.		
			130	40							
			44	3½							
62	Do.	Old Hanuman Lane...	46	40	} 264.5		1,977	311			
			27	4½							
63	31st March 1911...	Road No. 2 (Colbhat Lane).	350	40	1,555.55						
64	Do.	Road No. 3 (Lohar Street).	1,246	50	6,922.00		30,640	700			
65	Do.	Road No. 5 ...	243	40	1,080		} 42,954	1,239			
66	Do.	" No. 6 ...	577	40	2,564.44						
67	Do.	" No. 7 ...	641	40	2,849						
70	Do.	" No. 8 ...	339	40	1,506.67						
		Total ...	6,818		42,225.66	20,45,596	1,81,325	4,000			
Scheme III.											
71	19th Nov. 1908 ...	Sandhurst Road between Breach Candy and Falkland Roads.	3,436	53	20,366		65,062		Without footpaths.		
	11th Mar. 1909 ...										
	19th Nov. 1908 ...	Sandhurst Road Estate (set-backs) between Breach Candy Road and Khetwadi Main Rd.	.....	...	1,491		4,788				
	Handed over by B. B. & C. I. Ry. Co.	Sandhurst Road between Chaupati and Sandhurst Bridge.	732	80	6,507		20,900				
		Approach to Hughes' Road.	90	60	600		1,927				
	31st March 1910...	Sandhurst Road ...	370	63½	2,604		11,628	236			
	Do.	Kumbharwada Section from Kerb to Kerb	206	53½	1,221		5,451	119			
	10th May 1910 ...	Sandhurst Road between Parel Road and Dongri Street from Kerb to Kerb.	1,640	53½	9,718		43,348	1,992			
	Do.	40' Road ...	78	40	346		1,545	900			
Do.	" " without footpaths.	85	26½	252		1,125	200				
74	Do.	Set-backs—Khetwadi Section.	.....	...	2,153		9,563	400			
	17th January 1911.	Set-backs—1st Khetwadi Lane.	.....	...	140						
		Carried forward Total	6,637		45,398		1,65,337	3,847			
		Carried forward...	41,495		1,72,482.66	23,61,036	8,12,024	17,415			

APPENDIX J (1)—concl'd.

Serial No.	Date of giving Possession to Municipality.	Name of Road.	Length in feet.	Breadth in feet.	Area in square yards.	Cost of acquisition.	Cost of Construction to end of March 1911.		REMARKS.
							As per Administration Report outlay at end of March 1910.	Outlay during 1910-11	
		Brought forward ...	41,495		172,482.66	Rs. 23,61,036	Rs. 8,12,024	Rs. 17,415	
Scheme III—concl'd.									
75	31st March 1911...	Brought forward ...	6,637		45,398		1,65,337	3,847	Without foot-paths.
		Sandhurst Road between Parel Road and Duncan Rd. from Kerb to Kerb.	957	53½	5,671		25,290	6,592	
			125	73½	1,019		4,134	1,318	
	Do.	Set-back—Nul Bazaar Section.	.....	...	397		1,748	661	
		Total ...	7,719		52,485	24,61,505	1,96,509	12,418	
Scheme IV.									
76	16th Nov. 1908 ...	Gamdevi Estate—							Excluding pavements.
77	Do.	Hughes Road ...	4,089	40	18,173		92,055		
78	13th Mar. 1909 ...	New Gamdevi Rd.	1,455	33	5,387		27,378		
		New Babulnath Rd.	580	40	2,577		13,003		
		Total ...	6,124		26,137	2,21,923	1,32,436	...	
Scheme VIII.									
79	31st March 1911...	Road No. 1 (Jamli Street).	433	26½	1,283		7,118	655	Without foot-paths.
	Do.	Portion of Road No. 2 (Kaji Savad Street).	427	33½	1,581		3,910	334	
	Do.	Portion of Road No. 4 (Bhandari Street)	215	40	956		6,598	366	
	Do.	Road No. 5 (Janjekar Street).	320	26½	948		.....	900	
		Total ...	1,395		4,768	2,93,682	17,626	2,255	
Scheme IX.									
80	12th Feb. 1906 ...	Sankli Street Extension.	486	40	2,162	14,076	9,199		Schedule "D" Lands 419/401, 86° Lands 67/40.
Scheme XXVII.									
81	19th Nov. 1908 ...	New 60' Cross Road between Breach Candy Road and Girgaum Back Rd. (Mathew Road).	672	40	2,984		10,103		Without foot-paths.
82	1st March 1910 ...	Depôt Lane ...	211	64	1,500		5,079		
83	10th May 1910 ...	Mathew Road (New Queen's Road).	1,055	60	7,033		36,425	Nil.	
					200				
					44				
84	28th June 1910 ...	Widening of 60 feet Cross Road from Sandhurst Road.	450	20	1,000		3,385	3,608	
		Total ...	2,388		12,761	2,17,745	54,992	3,608	
GRAND TOTAL...			59,607		270,795.66	55,69,967	12,22,786	35,696	

J. P. ORR, Chairman,

City of Bombay Improvement Trust.

BOMBAY, 1st October 1911.

APPENDIX J (2).

ROADS constructed before 1911-12 but not handed over to the Municipality.

Serial No.	Name of Road.	Length in feet.	Breadth in feet.	Area in square yards.	Cost of Acquisition.	As per Adm. Report outlay to the end of March 1910.	Outlay during 1910-11.	REMARKS.
Schedule C.								
	Marine Lines Estate—				Rs.	Rs.	Rs.	
1-2	2 Roads	360	40	1,600		698	...	
3	Wodehouse Road Estate— Accommodation ...	443	23	1,132		4,295	...	
	Hornby Road Estate—							
4	{ Bastion Road	1,275	40	11,560	{	32,808	479	
	{ Do.	20	20			255	4	
5	Home Street	533	50			17,146	239	
6	Wallace Street	520	50			16,731	235	
	Total ...	3,151		14,292		71,933	957	
Schedule D.								
7	Moreland Road	2,036	29'-38"	6,646		...	...	These roads were handed over to the Trust by the Municipality, and were re-transferred to Municipality on 19th April 1911.
8	Club Road	1,247	20'-22"	2,801		...	...	
9	Jetha Street	69	40'	307		...	...	
		3,352		9,754				
	Agripada Estate Scheme XI—							
10	Road No. 1 (Footpaths.)	535	13'-4"	792		4,101	...	Incomplete.
11	" " 2	1,006	"	1,490		7,721	...	
12	" " 3	1,142	"	1,691		7,761	...	
13	" " 4	1,022	"	1,513		7,842	...	
14	" " 5	1,021	"	1,511		8,842	...	
15	" " 6	854	"	1,487		6,552	...	
16	" " 7	243	20'	551		1,903	...	
17	" " 8	488	"	1,083		3,785	...	
18	" " 9	415	13'-4"	615		8,406	...	
19	" " 10	1,013	13'-4"	1,500		7,814	...	
20	" " 11	200	30'	667		1,964	...	
21	" " 12	428	20'	951		3,283	...	Footpaths incomplete.
22	Souter Street (Footpaths.)	1,727	20'	3,837		19,914	...	
23	Gilder Street, Schedule D land (Footpaths) ...	180	20'	400		...	...	
24	Gilder Street to Jetha Street (Footpath)	1,863	20'	4,140		...	...	
25	Additional portion of Gilder Street from Jetha Street to Club Road	310	20'	689		23,561	...	Do.
	Total ...	16,473	...	34,170		1,13,449	...	
	Carried forward ...	19,624	...	48,462		1,85,382	957	

APPENDIX J (2)—*contd.*Roads constructed before 1911-12 but not handed over to the Municipality.—*contd.*

Serial No.	Name of Road.	Length in feet.	Breadth in feet.	Area in square yards.	Cost of Acquisition, including 10 per cent. contingencies.	As per Administration Report outlay to end of March 1910.	Outlay during 1910-11.	REMARKS.
					Rs.	Rs.	Rs.	
	Brought forward ...	19,624		48,462	...	1,85,382	957	

Scheme III.

26	Setbacks—Kumbharwada Section. Set backs—Dongri Section.	310 0		2,465	8,70,677	11,476		Complete.
27	Footpath between Breach Candy and Falkland Roads.	(6,872)	13'-4"	10,178		45,570		Incomplete.
28	Footpath in Kumbharwada Section.	(740)	13'-4"	1,096		4,893		
		(412)	13'-4"	610		2,724		
29	Footpaths of Parel Road to Dongri Section.	(3,280)	13'-4"	4,858		21,693		
	Do. Dharamsala 40' Road.	170	6'-8"	126		553		
30	Do. Parel Road and Duncan Road.	1,914	13'-4"	2,836		12,645		
	Do. Do. Do.	250	13'-4"	370		2,067		
	Setbacks—Nul Bazar Section.	...	...	73		349		
	Total of Incomplete Roads...	2,334	...	20,147	8,70,677	90,494	...	
	Add—Complete Road ...	310	...	2,465	...	11,476	...	
		2,644	...	22,612	8,70,677	1,01,970	...	

Scheme IV.

31	Gamdevi Estate—Hughes Road footpath ...	(3,670)	20	8,156	2,14,856	44,960		Incomplete footpaths.
32	New Gamdevi Road footpaths	(936)	16	1,763		9,715		
33	Babulnath Road footpaths ...	(680)	20	1,511		8,328		
34	Road No. 2 ...	578	40	2,569		14,159		Roads not named as yet.
35	" " 4 ...	1,188	40	5,280		29,319	1,154	
36	" " 5 ...	1,100	40	4,889		27,162	...	
37	" " 5 ...	853	20	1,896		9,350	211	
	" " 6 ...	816	40	3,627		19,990	2,366	
	Total ...	4,535		29,691	2,14,856	1,62,983	3,731	
	Carried forward ...	26,803		1,00,765	10,85,533	4,50,335	4,688	

APPENDIX J (2)—*concl'd.*Roads constructed before 1911-12 but not handed over to the Municipality.—*concl'd.*

Serial No.	Name of Road.	Length in Feet.	Breadth in Feet.	Area in square yards.	Cost of Acquisition including 10% con.	As per Adm. Report Outlay to end of March 1910.	Outlay during 1910-11.	REMARKS.
	Brought forward ...	26,803	.....	100,765	Rs. 10,85,533	Rs. 4,50,335	Rs. 4,688	

Scheme XIII.

38	Souter Street Extension Eastward.	327	60	2,180	4,316	49,273	1,606	Incomplete.
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Scheme VIII.

38 A	Essajee Street (continuation of Road No. 1).	96	36	384	2,03,236	1,373	221	
39	Portion of Road No. 2 (Kazi Syed Street).	135	50	750		7,820	166	
40	Road No. 3 (Dongri Koli Street).	570	60	3,800		21,235	1,834	
41	Portion of Road No. 4 (Bhandari Street).	224	60	1,493				
	Do. do. ...	126	40	560		1,359	Nil	
	Total ...	1,151	.....	6,987	2,03,236	31,787	2,221	

Scheme XXVII.

42	Footpaths of 60 ft. and 85 ft. cross road from Girgaum Back Road.	(1,344)	10	1,493	1,32,776	5,053	Nil	Incomplete.
	Grand Total ...	28,281	.....	1,11,425	14,25,861	5,36,448	8,515	

BOMBAY, 1st October 1911.

J. P. ORR, Chairman,
City of Bombay Improvement Trust.

Analysis of Appendices J (1) and J (2).

Completed Roads.		Handed over to the Municipality.		Not handed over to the Municipality.		Total.		Cost to end of 1910-11.		
		Length.	Area.	Length.	Area.	Length.	Area.	Acquisition.	Construction.	Total.
Schedule "C" ...	...	Ft. 9,412	Sq. yds. 42,305	Ft. 3,151	Sq. yds. 14,292	Ft. 12,563 (2.4 miles).	Sq. yds. 56,597	Rs. ...	Rs. 2,72,273	Rs. 2,72,273
" "D" ...	...	14,004 #419	45,898 1,862	3,352	9,754	17,775 (3.3 miles).	58,514	...	2,63,143	2,63,143
" "E" ...	...	8,278	26,406	...	...	8,278 (1.6 miles).	26,406	...	1,06,176	1,06,176
Schedule "F" ...	...	27,494	153,324.66	310	2,465	27,804 (5.3 miles).	155,789.66	56,64,882	7,01,256	63,66,138
Total Completed Roads ...	...	59,607 (11.3 mls.)	270,795.66	6,813 (1.3 mls.)	26,511	66,420 (12.6 miles).	297,306.66	56,64,882	13,42,848	70,07,730
<i>Roads commenced but not completed before 1910-11.</i>										
Schedule "D" ...	...	...	...	13,121	24,416	13,121	24,416	..	1,13,449	1,13,449
Scheme III ...	...	...	...	2,334	20,147	2,334 + (1,152)	20,147	7,75,762	90,494	8,66,256
" IV ...	...	...	...	4,535	29,691	4,535 + (5,286)	29,691	2,14,856	1,66,714	3,81,570
" VIII ...	...	...	...	1,151	6,987	1,151	6,987	2,03,236	34,008	2,37,244
" XIII ...	...	...	...	327	2,180	327	2,180	4,316	50,879	55,195
" XXVII ...	...	...	...	...	1,493	...	1,493	1,32,776	5,053	1,37,829
Total Incomplete Roads ...	...	...	...	21,468 (4.1 mls.)	84,914	21,468	84,914	13,30,946	4,60,597	17,91,543
GRAND TOTAL ...	...	59,607 (11.3 mls.)	270,795.66	28,281 (5.4 mls.)	111,425	87,888 (16.7 miles).	382,220.66	69,95,828	18,03,445	87,99,273

*Scheme IX.

† Foot-paths not counted.

BOMBAY, 1st October 1911.

J. P. ORR, Chairman,
City of Bombay Improvement Trust.

APPENDIX K.

(REFERRED TO IN PARA. 3 OF REPORT),

Details of Acquisition Work Scheme by Scheme.

Scheme No.	Name of Scheme.	Total amount of awards.			Corresponding amounts of Land Manager's Estimate.			Total area acquired.		
		Up to 31st March 1910.	During 1910-11.	Up to 31st March 1911.	Up to 31st March 1910.	During 1910-11.	Up to 31st March 1911.	Up to 31st March 1910.	During 1910-11.	Up to 31st March 1911.
		Rs.	Rs.	Rs.	Rs.	Rs.	Ra.	Sq. yds.	Sq. yds.	Sq. yds.
I	First Nagpada Improvement Scheme	15,33,902	Nil	15,33,902	12,56,260	Nil	12,56,260	72,616	Nil	72,616
II	Princess Street Scheme...	60,49,398	4,25,423	64,74,821	52,89,776	4,38,432	57,28,208	115,098	2,822	117,920
III	Sandhurst Road Scheme	79,65,968	88,846	80,54,814	71,34,855	88,160	72,23,015	241,346	4,130	245,476
IV	Gandevi Scheme	12,14,430	528	12,14,958	10,22,086	1	10,22,087	174,641	1,901	176,542
V	Dadar-Matunga Street Scheme	10,83,754	2,10,061	12,93,815	9,70,021	1,83,926	11,53,947	885,664	121,178	1,006,842
VI	Sion-Matunga Street Scheme	7,58,995	3,33,031	10,92,026	6,54,302	2,95,174	9,49,476	772,240	278,981	1,051,221
VII	Colaba Reclamation Scheme	13,000	Nil	13,000	13,000	Nil	13,000	9,152	Nil	9,152
VIII	Mandvi-Koliwada Improvement Scheme...	19,64,802	15,287	19,80,089	17,60,960	15,263	17,76,223	25,110	4,215	29,325
IX	Sankli Street Extension Scheme	17,000	Nil	17,000	17,166	Nil	17,166	340	Nil	340
XIII	Souter Street Extension Scheme	20,786	Nil	20,786	11,877	Nil	11,877	7,484	Nil	7,484
XVII	Duncan Road P. A. Scheme...	38,967	Nil	38,967	37,917	Nil	37,917	329	Nil	329
XVIII	Shephard Road P. A. Scheme	15,915	Nil	15,915	15,915	Nil	15,915	1,313	Nil	1,313
XXVII	Mathew Road Street Scheme	10,88,989	20	10,89,009	7,96,256	Nil	7,96,256	47,659	239	47,898
XXIX	Nowroji Hill Improvement Scheme	41,80,085	11,96,643	53,76,728	40,88,614	11,51,163	52,39,777	100,172	39,867	140,039
XXX	Street Scheme for the Extension of Souter Street to meet Arthur Road...	Nil	60,501	60,501	Nil	56,315	56,315	Nil	14,798	14,798
XXXI	Parel Street Scheme	8,64,884	18,05,320	26,70,204	8,43,708	16,83,534	25,30,242	101,885	215,981	317,866
XXXIII	Bhatwadi Improvement Scheme...	2,19,633	58,169	2,77,852	2,09,946	50,284	2,60,230	5,836	618	6,454
XXXVI	Chunam Kiin Road Street Scheme	Nil	1,20,783	1,20,783	Nil	1,20,782	1,20,782	Nil	5,560	5,560
		2,70,30,558	43,14,612	3,13,45,170	2,41,22,659	40,86,034	2,82,08,693	2,560,885	690,290	3,251,175

J. F. ORR, *Chairman,*
City of Bombay Improvement Trust.

BOMBAY, 1st October 1911

APPENDIX L.

*(Referred to in para. 3 of report.)***Principal Acquisition Cases taken up in 1910-11.****I.—PRINCIPAL CASES DISPOSED OF IN COURT.****1. Vasantrao Anandrao Dabholkar's Case.**

Scheme V, Case 474.—This Case, consisting of 50,785 square yards of land under cultivation on the East of Vincent Road, has been reported on under the head of "Unfinished Cases" at page 66 of the Administration Report for the year ending 31st March 1910. Since then the Case has been adjudicated upon and the claimant has asked a reference in the Tribunal, which has not yet been reached.

The claimant's Engineer had asked Rs. 7½ per square yard, the Trust valued the land at Rs. 1-6-0 and the Collector has assessed it at Rs. 1-12-0 per square yard.

2. Case 370, Scheme XXIX, Karamali Gulamhusein Vishram Khoja's Case.

This Case consisted of about 107 square yards inclusive of portions of surrounding gullies and passages, but only 56 square yards exclusive of them, and a building of ground, 1st floors and an attic. The average width of the passage on which the house abutted is 7 feet. The area of the rooms on the ground and 1st floors varied from 45 to 59 square feet, and that of the rooms in the attic from 91 to 131 square feet. The mean heights of the ground, 1st floors and the attic are 8'-2", 6'-8" and 6'-9", respectively. In order to put the house into sanitary condition the claimant's Engineer had before the Special Collector removed the attic, and had rearranged the rooms so as to make the area of each not less than 80 square feet. His valuation amounted to Rs. 5,054 per month based on a rent of Rs. 42 at 16½ years' purchase.

Trust adopted Mr. Narasimham's rearrangement and valued the property at Rs. 1,245 based on a rent of Rs. 31 per month and at 13½ years' purchase.

The Special Collector accepted also the same mode and his valuation amounted to Rs. 1,853 based on a rent of Rs. 33 per month and at 13½ years' purchase.

The Tribunal did not either remove the floor or rearrange the rooms but allowed lower rents to the rooms which they considered overcrowded. Their valuation amounted to Rs. 3,702-63 and is based on a rent of Rs. 50-75 per month at 13½ years' purchase.

3. Case No. 379, Scheme XXIX, Mr. Umer Haji Hussein's Case.

This Case consisted of about 145 square yards of land, including portions of surrounding gullies and passages, but only 127 square yards exclusive of them and a building of ground and 3 upper floors and an attic used wholly as residence. The average width of the passage on which the house abutted is 7 feet 4 inches. There are 38 rooms in the house, and the area of only 11 rooms was 80 square feet each or over. The area of the rest varied from 62 to 78 square feet. The rent of the house, according to the books at the date of declaration, was Rs. 141½. The claimant's Engineer valued the property at Rs. 20,241 based on a rent of Rs. 141-8-0 per month and at 16½ years' purchase.

The Trust valued the property at Rs. 11,175½ based on a rent of Rs. 114 per month and at 13½ years' purchase.

The Special Collector valued the property at Rs. 12,287 based on a rent of Rs. 115 per month and at 14 years' purchase.

The Tribunal valued the property at Rs. 13,921 based on a rent of Rs. 127½ per month and at 14½ years' purchase.

4. Guzdar's Case—Case No. 4, Scheme XXXI (vide 1908-1909 Report, page 75, and 1909-1910 Report, page 67.)

The hearing of this Case was finally closed on 26th November 1910 after 53 hearings, and the Special Collector issued his award on 3rd December 1910. Of the Rs. 2,26,356 awarded (the Trust valuation being Rs. 2,04,144 and the owner's claim Rs. 4,37,729), Rs. 72,579 were held payable to Government and Rs. 1,53,777 to Guzdar and the mortgagee. The Case has now been referred to the Tribunal of Appeal—both on the question of compensation and of apportionment.

5. Wadia's Case—Case No. 15, Scheme XXXI (vide 1909-1910 Report, page 67.)

This Case was closed on 5th September 1910, and on 26th October 1910 the Collector awarded Rs. 4,12,725 for the land, and Rs. 19,972 for the materials of the buildings. The award in respect of the land is equal to a rate of Rs. 7-1-0 per square yard. The Trust's valuation was Rs. 3,99,237.

6. Jethabhai Raghowji's Case—Case No. 16, Scheme No. XXXI.

The area included in this Case was 25,248 square yards. It was purchased by the claimant on 30th September 1907 for Rs. 1,65,288, and the date as on which it had to be valued was 2nd April 1908. The claim before the Special Collector was for Rs. 4,31,165 while the Trust valued the property at Rs. 1,71,503-8-0, and the Collector awarded Rs. 1,82,503.

The claimant, not being satisfied with the award, claimed a reference to the Tribunal, and the hearing was commenced on 12th October 1910. The claim in respect of the value of the property was reduced to Rs. 3,36,470, but a new claim in respect of loss of earnings was advanced, the amount being put at about half a lac of Rupees. As this was the first Case in this Scheme to come before the Tribunal a considerable amount of evidence had to be called, and there were twenty-seven hearings in all. In the end the Tribunal increased the Special Collector's award by Rs. 6,615 (*i.e.*, about 3·62 per cent.), and ordered both sides to pay their own costs. The claim in respect of loss of earnings was dismissed.

7. Scheme XXXIII, Case 16, Mulji Shivji's property.

The property in the above case was notified in connection with Bhatwadi Scheme in December 1907 and declared in June 1908. It abutted on Girgaum Road and consisted of 442 square yards of land and two upper storeyed buildings. Both the buildings were mostly occupied by Naikins who were paying very heavy rents.

The owner's Engineer valued the property at Rs. 62,852 on a monthly rent of Rs. 376, which was then being received, at 18·18 years' purchase.

The Trust contended however that the rents were above the normal, and they estimated the fair rent at Rs. 289 per mensem. With this rent and the multiplier of 16½ years' purchase the amount of compensation as made up by the Trust came to Rs. 43,710. The Special Collector held the rents claimed to be abnormal, but assigned a rental of Rs. 330 for the whole property and confirmed the multiplier of 16½ years' purchase adopted by the Trust. The result was that the total compensation for all interests in the property amounted to Rs. 50,449. The award was accepted.

II.—PRINCIPAL CASES SETTLED OUT OF COURT.

8.—Registered Lease Cases—Case No. 95, Scheme XXIX.

In a large number of cases on Nowroji Hill the house-owners held their sites from the landlord under registered leases which provided, *inter alia*, that should the property even be acquired by Government, the value of the land should go to the landlord and only that of the houses (or in some leases materials of the houses) to the tenant.

It was under Counsel's advice argued, on behalf of the Trust, that this provision created an infirmity of title which justified the valuation of the site at something less than the full freehold value. Some of the house-owners contended that the leases were invalid, while the landlord contended that the full freehold value of the property should be awarded and out of that the value of the land should be apportioned to him and the balance to his tenants.

Case No. 95 was by general agreement selected as a test case of this type and after long hearing, the landlord and tenant came to an agreement between themselves as to apportionment, and the tenant submitted an offer to the Land Acquisition Committee, who, after very careful consideration of the subject, settled on 14th October 1910, the general principle that "whatever rate of profit is expected to form the basis of the number of years' purchase allowed by the Special Collector in the absence of the infirmity of title due to the special terms of leases like that in this case, the Land Manager should increase by $\frac{1}{2}$ on account of such infirmity for purposes of settlement."

In accordance with the above principle, the compensation in the case was settled amicably for Rs. 50,875 against a claim of Rs. 65,176, and thereafter a large number of cases of properties, held under registered leases, have been settled on the same basis, including 10 settled in 1910-11 for $1\frac{1}{2}$ lakhs against claims amounting to two lakhs.

9. The Pomontory—Cases 173-176 & 176A., Scheme XXIX.

About the middle of Nowroji Hill, a small portion of it projects eastwards beyond the 2nd Nowroji Hill Road, and under it there are valuable stone quarries, the working of which would not interfere with the use of any public streets. Relying upon the decision of the Tribunal of Appeal in cases 503-511 (III), Mr. J. A. Sett valued all interests in this promontory, which is covered by 4 houses, each in different ownership, at Rs. 1,13,830. The Trust valued this piece exclusive of the potential value due to quarries at Rs. 35,826. The potential value of this piece due to quarries was settled amicably at Rs. 6,000, and the total value awarded by the Special Collector for the remaining interests in this portion was Rs. 39,260 ; the total thus awarded for all interests in this portion was Rs. 45,260 as against Rs. 1,13,836 claimed.

10. Cases in which Mr. J. A. Sett was the sole owner, Scheme XXIX.

There were 37 cases in which Mr. J. A. Sett claimed to be the sole owner, and the amount of compensation for the properties included in those cases was arrived at by an amicable settlement. The total area acquired under these cases was 6,833 square yards and Rs. 1,75,000 (little more than half of the original claim) was paid as compensation for the properties thus acquired. Out of these 37 properties, 17 consisted of land and buildings and the rest were vacant lands.

11. Vatcha's Case—Case No. 9, Scheme XXXI.

The property comprised in this case included two plots of land taken on lease from Messrs. Gazdars. Prior to the Notification of the Scheme Mr. Vatcha had commenced to erect a house on one of the plots. Owing to the existence of section 49 (2) of the Act, work had to be stopped on the date of Notification, and in consequence many important and complicated points arose. After protracted negotiations a sum of Rs. 60,000 was awarded by consent, the original claim was Rs. 97,467.

12. Tribhowandas Mangaldas Nathoobhai's property—Case No. 1, Scheme XXXVI.

The property in the above case consists of strips of land with buildings and structure thereon on both sides of Chunam Kiln Road at its junction with Girgaum Back Road, and forms portions of the properties belonging to the estate of the late Sir Mangaldas Nathoobhai. After protracted negotiations with the present owner, Mr. Tribhowandas Mangaldas, the Trust agreed to take up only so much land on both sides of Chunam Kiln Road as would suffice for widening the existing Road to a width of 80 feet, and to pay for it cleared of all buildings and structures at

a rate of Rs. 20 per square yard. In pursuance of this Agreement, the portion of the properties actually required for widening Chunam Kiln Road to 80 feet was notified in May 1910 and declared in the following December. The lands so declared have now been acquired and will shortly be added to the existing Road.

III.—UNFINISHED CASES.

13. Scheme III—Cases Nos. 437 (A) & (B).

Peerbhai Damji's Market.

In connection with Scheme III a portion of the open space on South of Dongri Market, which is situated near the East end of the Scheme, was required for the construction of the 88 road, and therefore the whole of that open space was included in the Scheme as originally declared in 1902.

The owners were agreeable to the portion required for the road only being acquired free of cost, but were unwilling to pay any betterment to the Trust. They contended that if the whole of the open space, *viz.*, 116 square yards on the south of the Market, were acquired, they would suffer heavy damages and these they estimated at Rs. 74,766.

The owners were also willing that the Trust should buy the whole Market at a rate of Rs. 376.78 per square yard. This claim is equivalent to $\text{Rs. } 376.78 \times (116 + 816) = \text{Rs. } 3,51,159$ for the whole Market.

As the Board could not acquire the open space alone, and as the claim for the whole Market was exorbitant, the Board decided to acquire the whole Market, and in accordance with that resolution the remaining portion of the Market was included in the 3rd revision of the Scheme and was declared on 6th August 1908. The Claimant's Engineer has valued this whole property at Rs. 2,41,436. As the cross-examination of Mr. Bhedwar, who prepared the above valuation, has not been completed, owing to his absence out of India, the claimants will put in a fresh valuation by another Engineer.

This case, it is anticipated, will be completed in 1911-1912.

14. Scheme XXX—Case No. 2, Government Land.

This property consists of 1,402 square yards, situated on the West of Gilder Street and immediately to the North of Scott's stables.

The land occupied by Scott's stables was filled in to its present level in 1905, and the owners thereof pass the storm-water from their land on to Case No. 2 by means of 5 cast-iron pipes. The pipe sewer from Scott's stables is also connected with the Municipal pipe sewer on land immediately to the North of Case 2. This Municipal pipe sewer is on the site of a road which the Municipality were to have constructed in continuation of Club Road. The alignment of the road proposed to be constructed by the Trust does not coincide with that proposed by the Municipality but is shifted northward.

The owners of Scott's stables contend that the land in this case formed originally a water passage, and therefore they have acquired easements over it. They contend that if this land is acquired they will have to make provision to carry their stormwater and sullage water in other directions, and that if the Board do not construct the new road on the site proposed by the Municipality they will also suffer damages.

Their claim for the cost of accommodation works and for damages is Rs. 12,266.

Trust valuation of the land, not allowing anything for accommodation works or damages, amounts to Rs. 2,804.

BOMBAY, 1st October 1911.

J. P. ORR, Chairman,
City of Bombay Improvement Trust.

APPENDIX **M.** (1).

(Referred to in para. 1 of Report.)

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 14th February 1911.

With reference to Item 8 of the proceedings of the Board, dated 31st January 1911, regarding the proposed application to Government for financial assistance, the Chairman informed the Board that in accordance with his note of the 1st instant, he had sent the following application to Government, no suggestions for amendment having been received from any of the Trustees after the draft was sent to them for approval.

No. 815 of 2nd February 1911.

Financial Assistance required by Bombay City Improvement Trust.

I am directed to submit to Government, in continuation of my No. 8644, dated 8th November 1910, a note as to the financial assistance required from Government by the Bombay City Improvement Trust, together with a supplemental note showing the urgent necessity of securing a cash grant of 50 lakhs from the Government of India towards the cost of the Eastern Avenue and an explanatory map, and to request that you will be good enough to lay the same before Government for very early consideration.

Note as to the financial assistance required from Government by the Bombay City Improvement Trust.

1. In Government Resolution No. 3022 of the 14th June 1909, General Department, Government stated their views as to the lines on which the development of Bombay should be carried on in the near future, and in paragraph 19 of the Government Resolution they promised "to take such measures in the direction of furnishing assistance to the Trust's finances as may be calculated to enable them to press forward vigorously those measures which lie within the scope of their operations."

2. After full discussion of the programme sketched out for them by Government, the Trust, in Trustees' Resolution No. 258 of the 18th October 1909, accepted the views of Government, subject only to a reservation in favour of urgent improvement schemes such as that for East Agripada being taken up concurrently with the Street and Chawl Schemes proposed by Government and to the receipt of adequate financial assistance from Government.

3. In pursuance of this Trustees' Resolution, the Chairman made a full investigation of the Trust's financial position with a view to determining what financial assistance the Trust required to enable them to extend their existing programme as required by their acceptance of the Government programme.

4. The Chairman's note on the Trust's finance was under Trustees' Resolution No. 237 of the 21st October 1910 sent to Government with an intimation that an application for the financial assistance promised by Government would shortly be submitted.

5. In para. 11 of the Chairman's note, it was shown that the Trust's existing resources were sufficient for the execution of their programme of sanctioned schemes with a margin of 16 lakhs for expansion of that programme.

6. Rough estimates of the cost of the various schemes in the Government programme have since been prepared. They show that the losses to be anticipated by the Trust are :—

On Chawls—*nil*, since by co-operation with employers the chawls are to be made self-supporting.

On Eastern Avenue :—

(a) Crawford Market to Sandhurst Road Rs. 58 lakhs.

(b) Sandhurst Road to Lal Bagh „ 16 „

On Western Avenue :—

(a) Belassis Road to Lal Bagh „ 7 „

(b) Parel Bridge to Bandra „ 7 „

On East Agripada Improvement Scheme, as modified „ 16 „

Total Rs. 104 lakhs.

7. The estimates for the Eastern Avenue provide for a width of 100 feet only : but in view of the fact that this will be the only broad road running from North to South of the Island, the Trust think that, if Government can find the necessary funds, a width of 120 feet should be provided. The extra width will entail additional losses of 12 and 10 lakhs in Sections (a) and (b) respectively. This brings the total loss to 126 lakhs, *i.e.*, 110 lakhs more than the existing margin for expansion, and this is the sum which the Trust must ask Government to provide in accordance with the promise made in para. 19 of Government Resolution No. 3022 of 14th June 1909.

8. It is not necessary for the Trust to dwell on the urgency of the works proposed by Government, since this is already recognised by Government ; but in view of the great importance of acquiring land for the proposed Eastern Avenue at the earliest possible date, a separate note is appended showing reasons why an application should be made to the Government of India for an *immediate cash grant of 50 lakhs*, the same as has been made to the Calcutta Improvement Trust.

9. The Trust are glad to observe that the Government of India have in the case of Calcutta recognised that substantial assistance should be given to the rate-payers out of Provincial and Imperial resources, and they hope that the Bombay Government will be able to secure a corresponding measure of assistance for Bombay. From para. 16 of the Chairman's note on the Trust finances, it will be seen that no less than 85 per cent. of the ultimate nett cost of the Trust's present programme will come out of the pockets of the rate-payers, whereas in Calcutta, as will be seen from the appended analysis of the financial proposals embodied in the Calcutta Improvement Trust Bill, the corresponding percentage is 34½ only ; and while there the tax-payer contributes 65½ per cent., in Bombay he will contribute under present arrangements only 15 per cent.

10. The 110 lakhs now applied for cover the cost of only one improvement scheme (East Agripada) ; but there are, as pointed out in the Trust's financial review of 1908, many other improvement schemes which have been "represented" under Section 23 of the Act, and which the Trust have hitherto been unable to undertake for want of funds. Their nett cost is over 3 crores, and it is very desirable that the Trust should take up, at any rate, the most urgent of them in the near future. Further, the Port Trust are pressing the Municipality and the Improvement Trust to undertake several East and West roads to serve the Docks and the new grain and cotton depôts now under construction in Sewri, and it seems quite clear that with large schemes for improvement of water works and drainage on their hands the Municipality cannot possibly undertake any of these important works within the next 20 years, unless they receive substantial assistance from outside. To enable the Trust to relieve the Municipality, it is necessary to supplement their resources by at least another 90 lakhs beyond the 110 required for the Government programme. The Trust can then, from time to time, submit to Government for sanction such of the improve-

ment and street schemes as they find they can undertake outside the Government programme, and Government can sanction them up to a limit of 100 lakhs in nett cost. It is not likely that many can be taken up at once, because the Trust will have enough to do with their other schemes; but it is desirable that while the financing of the Trust is under consideration it should be dealt with once for all in a comprehensive manner, so as to provide for the programme of, say, the next 20 years.

11. It is accordingly suggested that 200 lakhs should be adopted as the figure representing the present value of the financial assistance required by the Trust for the next 20 years, and that it should be provided entirely from Imperial or Provincial resources in the shape of an annual grant of 8 lakhs or an immediate grant of 50 lakhs, plus an annual grant of 6 lakhs. The nett ultimate cost of the Trust will then be shared equally by the rate-payer and tax-payer, whereas in Calcutta the rate-payer bears only one-third and the tax-payer two-thirds of the nett cost of the Trust.

12. Two changes in the financial clauses of the Trust are required to prevent the rate-payer from escaping part of his share of the burden at the expense of the tax-payer:—

- (1) Section 72 must be amended so that as in Calcutta the Municipality may be bound to pay the full 2 per cent. on assessments, instead of any sum they choose within the 2 per cent.
- (2) Section 79 (3) providing for the distribution of the Trust's annual profits between Government and Municipality must be abolished, and the Trust must be authorized to utilise their profits to reduce capital borrowings, as they did in the first 10 years of their career.

There should then, if the system of revision of the Trust's financial forecast every third year, as suggested in para. 22 of the Chairman's note, be adopted, rarely, if ever, be any occasion to borrow capital in order to clear off deficits in the General Account.

13. The provisions of the Act as regards interest on the Trust's debt to Government and the Municipality are extremely complex, and it would save a deal of trouble if the whole debt (and not, as now, only a constantly varying part of it) were once for all declared to be free of interest. This will save Government and the Municipality from the anomaly of giving to the Trust with one hand and taking from them with the other, and will have the same effect as a grant of 39 lakhs towards the 200 lakhs required by the Trust. This suggestion was, it is believed, actually accepted by the Government of India as regards Schedule E lands, when the Bill for amending the Trust Act was before the Bombay Government Council in 1908.

Schedule C,	26 lakhs.
" D,	8 "
" E,	5 "
Total	39 lakhs.
Vide Chairman's note on Trust finances, Statement G. allowing for actuals in 1st and 2nd years.	

14. The Municipality would probably agree to the requisite amendment of the Act, if the Trust would agree, as they certainly would to the excision of Section 73, which the Municipality have always objected to as tending to give the Trust not only the increase in General Tax receipts due to the Trust's operations, but also the increase due to the independent efforts of the Municipality in the areas affected by Trust schemes, without compensating the Municipality for any decrease that may result from migration of population to new residential areas opened out by the Trust and consequent decrease of rents and assessments in the area in which they lived previously.

15. If the Trust's debt is made free of interest and Government make a cash grant of 50 lakhs to the Trust, the annual subsidy required by the Trust will be reduced from 8 to 4½ lakhs, and this can, in the opinion of the Trust, be best provided in the shape of a duty of 4 annas per bale on cotton exported from Bombay. This will probably yield an average of Rs. 4 lakhs per annum; and should there in any year be any shortage below the 4½ lakhs required, that might be made good by a grant out of the cotton excise duty, so long as Government cannot see their way to abolishing that duty, and thereafter by a terminal tax similar to that proposed for Calcutta.

4 per cent. on
200-50-39 lakhs = 4½
lakhs.

Note showing the urgent necessity of securing a cash grant of 50 lakhs from the Government of India towards the cost of the Eastern Avenue (vide para. 8 of main note).

1. In view of the physical configuration of the Island of Bombay and the situation occupied in it by the congested quarter of the City proper, it has always been recognised that provision for expansion must be made in the shape of broad north and south roads, affording means of rapid transit between the City and the open lands to the north of the Island, which form excellent material for the creation of a Garden City on modern lines.

2. The Improvement Trust have from the very first included in their schemes the formation of a large Estate in the north of the Island ; the greater part of the land (480 out of a total of 940 acres) has now been acquired, and operations for filling and levelling it have just been started. Projects for the formation of broad north and south roads have been prepared at various times, the lines have been laid down on maps, and the land for what is known as the Eastern Avenue has actually been acquired for a length of some five miles from the north of the Island down to Lal Bagh ; but most unfortunately the preparation of a definite scheme for the Southern section of the Avenue (about 5 miles from Lalbagh southwards to Crawford Market) has been deferred from time to time, mainly on account of practical difficulties in connection with demolition of buildings (particularly mosques and temples) and the enormous outlay and ultimate loss involved.

3. These difficulties are most seriously felt in the southernmost section of the Avenue where the densely congested zone between Carnac Road and Sandhurst Road has to be traversed. Owing to the constant upward trend of rents in this zone, combined with the landlord's liberty to extend and enlarge their buildings so long as the land required for the Eastern Avenue is not notified under the Land Acquisition Act, the difficulties in the way of the scheme and the ultimate loss on it are much greater now than they were a few years back, and they are bound to go on increasing, until checked by the operation of section 49 (2) of the Trust Act after notification of the Trust's street scheme and by that of Section 23 (1) of the Land Acquisition Act after declaration of the scheme.

4. Only four years ago, it was thought practicable to construct two broad roads (the Eastern and the Western Avenues) through this congested area ; but on a recent revision of the original estimates, it was found that the ultimate loss on Abdul Rehman Street (part of the Eastern Avenue had risen from 27½ to 60 lakhs, while, similarly, the cost of acquisition of a part of the East Agripada Improvement Scheme traversed by a length of about 2,500 feet of the proposed Western Avenue was found to have risen from 19 to 27 lakhs, owing partly to the increase in cost of labour and materials, but chiefly to the rise in rents consequent on its becoming known that the Trust were preparing an improvement scheme in this neighbourhood. The cost of two avenues through the congested area having thus become prohibitive, the Trust have reluctantly decided to abandon the Western Avenue scheme and to concentrate all available resources on the Eastern Avenue. A copy of the Trust's latest resolution on the subject is appended.

T.R.No. 265 of 6-12-10.

5. In the opinion of the Trust, it is of the utmost importance to the future welfare of the City that this Eastern Avenue should not share the fate of the Western Avenue. If there is much longer delay in notifying the scheme, more large new buildings are likely to be erected on the land required, and the scheme may have to be declared financially impracticable. The congested zone will then remain, as now, a barrier impenetrable to any but the slowest traffic, and the object of the Trust's schemes for development of the north of the Island, viz., to provide residential areas to which the middle classes now living in the south of the Island may migrate so as to reduce the existing congestion, will be defeated, since it is a *sine qua non* of such migration that there should be means of rapid transit by road from the north to the south of the Island.

6. As shown in the Chairman's note on Trust's finances, the nett cost of the southern and most difficult section of the Eastern Avenue Scheme (*viz.*, that traversing the congested zone between Crawford Market and Sandhurst Road) will be 58 lakhs, towards which the Trust can contribute at most 16 lakhs; they would, however, prefer to spend at least half of the 16 lakhs on the East Agripada Scheme. They, therefore, want an addition of 50 lakhs to their present resources to justify them in notifying this section of the scheme at once.

7. The occurrence of a large surplus in the Government of India's balance sheet offers a unique opportunity, such as may never occur again for securing the immediate notification of the southernmost section of the Eastern Avenue Scheme, for a grant of 50 lakhs in cash will justify the Trust in embarking on the scheme, sure of completing this, the most difficult section, while the scheme for the connecting link between Sandhurst Road and Lalbagh (4 miles) can with less risk be deferred till the arrangements for financing the Trust by an annual grant can be completed, since rents are not increasing and buildings are not being erected so rapidly in that section as in the southernmost section; and, moreover, the existing roads are not so inadequately broad for the present traffic.

8. The Trust, therefore, hope that the Bombay Government will do all they can to impress on the Government of India the urgency of the Trust's needs and to secure for the Trust an immediate cash grant of 50 lakhs, the same as has been promised to the Calcutta Improvement Trust.

9. Appended is a map showing, in dark shading, the congested zone referred to above. The direct tram route through it is a single line along Abdul Rehman Street, which *averages* only 35' in width. The only double tram line is along the devious Kalbadevie Road which *averages* only 55' in width.

RESOLUTION No. 14.—The Chairman's action is approved.

APPENDIX M. (2).

Referred to in para. 13 of Report.

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 30th August 1910.

8. Considered the following Report of the Improvements Committee, No. I, dated 18th August 1910:—

Chunam Kiln Road, Street Scheme No. 36.

* * * *

3. The Board, in Trustees' Resolution No. 6, dated 8th January 1909, approved the Chunam Kiln Road Street Scheme as originally laid out for a 60' road, as shown on plan No. A (21), dated 19th June 1908. The ultimate loss on this Scheme was estimated at Rs. 2,49,808.

4. This Scheme, however, included the site for the Police Accommodation Scheme, which was subsequently ordered to be dealt with separately. The Scheme was amended accordingly and the Board, under Trustees' Resolution No. 70, dated 23rd March 1909, approved of the amended 60' Street Scheme, as shown on plan No. 3, dated 12th February 1909, and ordered it to be notified. The ultimate loss on the Scheme was estimated at Rs. 2,48,576.

5. The Notification was accordingly published on 8th April 1909, but before the dissents could be considered, the Board, at their Meeting on 16th July 1909, while considering Government Resolution No. 3022, dated 14th July 1909, regarding the development of Bombay, decided that proposals should be submitted for widening Chunam Kiln Road to 80' instead of 60'.

6. Proposals were accordingly submitted, and the Board, under Trustees' Resolution No. 256, dated 12th October 1909, adopted the Improvements Committee's Report, No. II. (Item 2), dated 16th September 1909, which recommended that the Chunam Kiln Road should be widened to 80', and that a revised Notification should be issued. This Scheme was shown in green lines and dotted red lines on plan No. 29, dated 2nd September 1909, and the ultimate loss on the Scheme was estimated at Rs. 3,45,739.

7. The 80' Scheme approved by the Board as above stated included within its limits the entire property belonging to Mr. Tribhowandas Mangaldas, bearing New Survey No. 7362, and situated on the west of Chunam Kiln Road. Subsequently, however, Mr. Tribhowandas agreed to part, on reasonable terms, with only the portion of this property actually required for widening Chunam Kiln Road, and the Board, under Trustees' Resolution No. 282, dated 7th December 1909, adopted the Land Acquisition Committee's Report No. III, dated 29th November 1909, in which it was recommended "that the Scheme be further modified by omitting from it such portion of the western property as is not required for widening Chunam Kiln Road to 80'."

8. Neither the Scheme as approved under Trustees' Resolution No. 256, dated 12th October 1909, nor that, as amended by the Board, as stated in the preceding para., included within its limits the whole of Chunam Kiln Road. The Trust Solicitors, however, advised that the whole of Chunam Kiln Road should be included within the limits of the Scheme.

9. The Scheme as approved by the Board under Trustees' Resolution No. 256, dated 12th October 1909, was therefore further modified so as to include within its limits *only* the portion of Mr. Tribhowandas' property actually required for widening Chunam Kiln Road and *the whole* of the said road. This modified Scheme is shown on plan No. 7, dated 19th February 1910. The Board, under Trustees' Resolution No. 99, dated 3rd May 1910, approved the Scheme and directed that the draft Notification should be published.

* * * *

21. On the whole, we are of opinion that it is not necessary to make any alteration in the Scheme, as shown on plan No. 7, dated 19th February 1910, and sanctioned by the Board under Trustees' Resolution No. 99, dated 3rd May 1910, and we beg to recommend accordingly that the Scheme may now be submitted to Government for sanction.

RESOLUTION No. 201.—The Report is adopted.

* * * *

APPENDIX M (3).

Referred to in para. 13 of the Report.

Excerpt from the proceedings of a Special Meeting of the Trustees for the Improvement of the City of Bombay, held on the 24th May 1910.

6. Considered, with reference to Trustees' Resolution No. 47, dated the 1st March 1910, papers underlying Circular No. 144 of 1910 on the following:—

(a) Letter from Dr. Charles A. Bentley, M.B., C.M., D.P.H., etc., No. 454, dated 17th March 1910:—

In reply to your memorandum No. 1999 of 8th March 1910, I have the honour to state that many of the fish in Gowalia Tank will readily feed upon mosquito larvæ and pupæ. One species present there in considerable numbers also destroys adult mosquitoes, jumping out of the water in pursuit of insects flying near the surface. "Jingas" or fresh water prawns do not appear to destroy mosquito larvæ.

I do not know the depth or the levels of Gowalia Tank, but if it were possible to drain it and partially fill it in, so that water could not collect there, I should imagine that there would be little danger from malaria. On the other hand there is the risk that any partial measure would increase rather than lessen the danger from malaria, and in my opinion there is no middle course between abolishing the tank as a collection of water or maintaining it as a tank with a proper system of conservancy.

Provided the tank is absolutely cleared of water, the surface raised to a sufficient height and properly levelled and drained, little danger from malaria would be incurred by cultivation; but I should not like to assert that the partial drainage and cultivation would be devoid of risk.

(b) Memo. by Chairman, dated the 30th April 1910 :—

Dr. Bentley has not gone further than to say that there are Jamesi mosquitoes in the Gowalia Tank, and that they are a *possible* source of infection with malaria. I will ask him with reference to para. 3 of his No. 442 of 16th February 1910 (printed with Trustees' Resolution No. 47 of 1st March 1910) to let us know whether further investigation shows that there is much malaria in the neighbourhood of Gowalia Tank.

But whether there is or is not any risk of people living near Gowalia Tank suffering from malaria more than other residents of Bombay, it will be a long time before the popular prejudice against that neighbourhood is removed unless the tank is filled up.

Dr. Bentley says that the best thing would be to fill the Tank in, and that the only alternative is to make it absolutely free of weeds which would be a costly business, even if feasible.

Dr. Turner most emphatically presses for the early filling in of the Tank in the interests of the health of the residents of the vicinity.

Our Engineer's estimate shows that the filling in can be effected at an outlay of 1·8 lakhs and at a profit of 0·3 lakh from leasing the plots formed after the filling has had 3 years to settle.

The principal item in the cost is filling (—33 lakhs c.f. at Rs. 4/4 per 100 c.f.—) Rs. 1·5 lakhs. The return is reckoned at Rs. 12 per square yard on 21,000 square yards which is estimated to be disposed of within 10 years.

The scheme for filling in Gowalia Tank is, therefore, a paying one and therefore the Trust can at once take it up, if the Municipal Commissioner makes a representation under Section 24 (2) (b) of the Act, whereas they have had to give up other improvement schemes because they all involve heavy loss.

The Commissioner is apparently competent to make his representation at once in view of the complaint in Health Officer's No. 45592 of 18th March 1910, and I think we should move him to do so.

At the same time we should ask the Corporation to transfer the tank to us free of charge as there is no item of charge for compensation in the estimate, and there is no reason why the Corporation should make any charge unless they would prefer to do the work themselves. We would of course have no objection to their doing the work; the great thing is to get the work done *somehow*, the sooner the better.

Read the minutes thereon.

RESOLUTION NO. 116.—The Chairman should move the Commissioner to make a representation under Section 24 (2) (b) of the Act in respect of the
• Gowalia Tank.

APPENDIX M (2)

Referred to in para. 18 of the Report.

Excerpt from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 30th March 1911.

6. Considered the following Report of the Land Committee, No. I, dated 22nd March 1911, regarding the rents of Trust Chawls :—

Rents of Trust Chawls.

1. We have considered the appended note by the Chairman on the subject of rents of the Board's chawls and find ourselves fully in accord with the Chairman's views and recommendations, except as regards the "personal maximum" referred to in his para. 17.

2. We understand that the Chairman has proposed this "personal maximum" as a limit of the enhancement of our present tenants' rents in deference to the views expressed by certain Trustees, who thought that hard cases of the kind referred to in para. 17 deserved special consideration, and that poor people who had once found refuge in our chawls should not be forced out by enhancement of rent up to the level of those prevailing in the neighbourhood, if that level is beyond the reach of the pockets.

3. We should not object to a personal maximum of 20 or 25 per cent. of family earning (we think 15 per cent. too low) being applied as a limit of enhancement of rent, if it were not for the difficulty of ascertaining what a tenant's family earnings are. A list of family earnings of the residents of the Chandanwadi and Princess Street chawls based on information obtained from the tenants themselves has been shown to us by the Land Manager: and if this is accepted as correct, the rents of nearly all the rooms must be left as they are. It is evident that most of the tenants have understated their earnings and that those who have told the truth will have the mortification of seeing their rents raised while their dishonest neighbours escape enhancement. On the other hand, the inquisitorial process that will be necessary to ascertain the real family earnings is to be deprecated. We think it will be found impracticable to apply a limit in this shape.

4. After all, the rent which these people are to be required to pay is no more than people of their class have been paying in the same neighbourhood for some time past (*vide* Chairman's Note, paras. 21-3, and Appendix B). The Board's tenants have profited for many years by having to pay these specially low rents, and it should be no great hardship to them to have to meet a very slow enhancement up to normal rates. The proportion of their earnings that will go in rent will certainly be very much higher than now; but nearly all the Trust peons, for instance, pay 25 per cent. or more of their pay in rent, and even so have to live at great distances from the Fort to secure such low rent as Rs. 3. Recently the Trust, following the lead given by Government, have sanctioned house allowance of Rs. 1-8 per month for their peons, and some of the peons may now be found willing to take rooms in the Chandanwadi Chawls at Rs. 4 or Rs. 5 in order to be nearer to their work. We see no reason why they should be kept out of Chandanwadi because the rooms are all occupied by privileged tenants who, though earning more than these peons, are not required to pay so much rent.

5. All these privileged tenants are employed in the Fort or the Market or the Docks, and it is a great convenience to them to be so near their work. It is this same convenience that makes it possible for owners of private chawls in the neighbourhood to get high rents; and it is this same convenience which made the acquisition of our chawl sites so costly. It seems to us therefore only right that we should take advantage of this convenience to secure a fair return on the cost of our chawls in the shape of rent. By abstaining from doing so we are practically subsidizing the employers of our tenant; for the vital statistics of our chawls (*vide* Appendix A) clearly show that our high standard of sanitation results in our tenants'

health improving from year to year, and this fact is now more widely recognized and appreciated than ever it was before. It is probable therefore that if we raise our rents, as we are fully entitled to, the employers of some at any rate of our tenants will give these employes' house allowance as Government and we ourselves have done, in recognition of the great advantage of having their employes sanitarily housed within easy reach of their work; but there is clearly no need for them to do so, so long as we leave our rents as they are.

6. To take another point of view:—of two peons on Rs. 14 per mensem, the one (A) who by various economies in his pleasures (drink, marriage-feasts, &c.), and by doing extra work and making his family work, can manage to pay Rs. 5 per mensem for rent, will obviously be a better tenant than the one (B), who can never raise more than Rs. 3 for rent. We know that we have a good many of the B type in our chawls and that there are some of the A type living near our chawls. If the result of our raising our rents is that the B type is gradually replaced by the A type in our chawls, nothing better could be desired. It will show (cf. § 2 and fin.) that the enhanced rents are not really beyond the reach of the pockets of the most deserving of our present tenants.

7. Whether this result or that contemplated in para. 5 will actually ensue on the raising of our rents can only be ascertained by experience. We think that an excellent opportunity for gaining this experience and at the same time securing at every step *locus pœnitentiæ* is afforded by the system of *gradual* enhancement of rents recommended in the Chairman's §16. If we find in the course of this gradual enhancement that vacancies are occurring and that applicants for the vacant rooms are not of the A type but of a less poor class and that our old tenants are being forced into insanitary dwellings we can reconsider the position and if necessary fix our rents for the time being at the pitch then reached, *i.e.*, at something less than the full rents now suggested.

8. We accordingly recommend—

(1) That uniform rents be fixed for all rooms in our chawls, as follows:—

							Rs.	a.	p.
Supari Bagh	...	...	...	...	...	...	3	4	0
Agripada	...	...	...	...	...	...	3	8	0
Nāgpada and Imamwada	...	...	...	...	...	...	4	0	0
Princess Street, Chandanwadi and Mandvi	...	...	...	...	...	...	5	0	0

(2) That every new comer be charged these rents, subject to a personal minimum of 10 per cent. of his family earnings or the rent he has hitherto paid whichever is less.

(3) That present tenants' rents be gradually increased to the above rents from 1st May 1911 (to allow of 1 month's notice) by increments of 4 annas every 3 months, an extra increment of 1 anna being charged on Rs. 3-3 rents on 1st May 1911.

9. From Appendix B it will be seen that when we charge the full rents now proposed the annual loss on our chawls will be reduced from Rs. 53,970 to Rs. 30,571, *i.e.*, from 1·5 per cent. to 0·85 per cent. on our capital outlay, even if we take outgoings at the present high rate of 40 per cent. of gross revenue. The Chairman, however, hopes to be able to effect certain economies by which this rate will be reduced to about 30 per cent. It will further be seen that the chawls at Princess Street and Chandanwadi will become very nearly self-supporting.

Chairman's Note on Rents of Trust Chawls.

1. In undertaking to build chawls for the poor, the Trust's general object is to get some proportion of the poorer working classes of the City sanitarily housed. The justification for doing this at the expense of public funds is that the public health is improved thereby. Justification of Trust's Chawl Building Policy.

2. No such measure would be necessary, if employers of large numbers of workmen were required by law to provide sanitary accommodation for those workmen. But there is no law binding upon employers of labour in this respect. The City of Bombay Improvement Act, however, empowers the Trust to spend their funds on (*inter alia*) providing accommodation for the poorer and working classes.

Chawls for the poor generally whether displaced by Trust's operations or not.

3. It is to be noted that the Act contemplates provision for the poor generally, and not only for those who are displaced by the Trust's operations. It is, however, only right that in each class of applicants for admission to the Trust chawls preference should be given to those displaced by the Trust's operations. The classification now adopted for the purpose of determining the order of admission to Trust chawls is set out in Appendix A.

4. The Trust provide in their chawls directly for a certain number of the poor, but further they indirectly provide for others by leasing sites on which the lessees erected buildings in which those who can afford to pay the rents demanded can find accommodation. In the Calcutta Act the Trust are not authorized to build any buildings for the displaced, unless they find it impossible to induce private persons to erect buildings on sites provided by the Trust.

Loss of working of Chawls inevitable.

5. It has all along been recognized that this housing of the poor can only be done at a loss. The consequent expense to the ratepayer is somewhat of a set-off to the absence of a poor rate. The question is how far that loss should be allowed to go. The framers of the City of Bombay Improvement Act put this limit at Rs. 1½ lakhs per annum. They reckoned on housing 50,000 adults at Rs. 120 each, *i.e.*, at a total cost of Rs. 75 lakhs, on which they anticipated a loss of 2 per cent. (*i.e.*, a nett annual return of 2.61 per cent. against annual Interest and Sinking Fund charges of 4.61 per cent.) They put the standard of accommodation at 40 square feet and 500 cubic feet per adult. The estimate of an average loss of 2 per cent. has proved by no means too high; for we find the standard of sanitary accommodation and rents too low to permit of profit from chawls where land is dear, *i.e.*, in the neighbourhood of docks, bazaars and other busy centres, and it is just there that chawls are chiefly wanted as the poor won't live far from their work. It would be a great thing to be able to run chawls just without loss; but even that is impracticable and the question we now have before us is how far we can justifiably raise the rents of our chawls with a view to reducing their cost to the ratepayers.

Special sanitary cost of Trust's Chawls over that of Private Chawls.

6. Ordinary chawl-builders generally succeed in making a good profit from the capital spent on their chawls by adopting a very low standard of sanitation and economizing in building materials and supervision. It is the Trust's business to raise the standard of sanitation even if they must face a loss in consequence. A private chawl-owner overcrowds his land with chawls, and many rooms consequently get far too little light and air. The Trust, on the contrary, knowing that they have to deal with the lowest classes, who cannot be trusted to rise all at once to the proper sanitary level, make even better provision in their own chawls for the omission of light and air than they require their lessees to observe. Instead of the 63½ degree rule they apply a 45 degree rule to regulate the extent of open spaces in their own chawl sites, and consequently in their standard plan only 41 per cent. of the site is built over. This reduces the return on the Trust's capital expenditure on chawls very seriously, specially where land is dear, and therefore, wherever the Trust can, they economize land by placing chawls near permanent open spaces such as Railways. With the same object of improving the return the Trust devote the ground floor to shops and godowns, wherever there is a good demand for these; and the profit of these goes to reduce the loss on the residential parts of the chawls. Various other economies have been thought out and adopted, but a good many others commonly adopted in private chawls are not adopted in Trust chawls, for fear that they should lead to insanitary conditions. For instance, privies are provided on every floor in Trust's chawls, whereas in many private chawls they are in the lower floors only. The floors would certainly be fouled more than they are by children and others, if the privies were not thus made easily accessible. Similarly the Trust provide a nahani in the verandah of every room, because, if they did not, waste water would be thrown out of the window and children would be allowed to urinate in the corridor at night. Again, the Trust chawls provide water taps on every floor even at

the cost of pumping in some cases, to insure that the privies are properly flushed by the automatic flushing tanks with which all privies in Trust chawls are provided. Where water cannot be raised to the top of a chawl without pumping, the residents of upper floors might be required to go to the lower floors for water for household purposes, but the result would probably be that they would take less water to their room and their nahanis would not be kept as clean and well flushed as they can be now.

7. The Trust provide larger rooms and larger passages between rooms than in private chawls. In no Trust chawl is the accommodation less than that of rooms in private chawls for which the commonest rent is paid in the neighbourhood. In most it is very much larger. The Trust rooms vary from 80 square feet to 121 square feet, and in every case have in addition verandahs 2'-6" to 5' broad and central passages between rooms 5' to 9' broad. Few one room tenements outside Trust chawls exceed 120 square feet in area, and still fewer have any verandahs at all; and it is for consideration whether in future the Trust rooms might not be limited to 100 square feet with 4'-6" verandahs. A few 120 feet rooms might be provided for large families, which are commonest amongst Mahars and other low classes.

Rooms, verandahs and passages larger in Trust Chawls than in private Chawls.

8. In my opinion facilities for the poor should be rather in the direction of increase of accommodation and other conveniences (not being luxuries) necessary in the interest of sanitation than of reduction of rents because such reduction may mean putting money into the pockets of employers by reduction of wages or withdrawal of house allowance. We discourage private enterprise, if we put rents far below the commercial standard, or provide for very large numbers or give extravagant accommodation or conveniences.

The poor should be relieved rather by increase of accommodation than by reduction of rent.

9. On the other hand we must refrain from making our rents so high as to put the sanitary improvements out of the reach of the poor. We cannot, however, base our standard of sanitation on what is within reach of the pockets of the *exceptionally* poor. We must cater for large classes, not small; and not for any whole class, but for a fair proportion of its members; and we must leave small classes to private charity.

Rents must however be such as a large (but not the lowest) class of the poor can afford to pay.

10. By catering for a large class we interfere less with private enterprise than by catering for a small, and also take less risk of vacancies and are able to provide for more people. We may put some limit on the annual loss that public funds must bear on account of these chawls; so it is better for the poor and for the sanitation of the City that we should provide a large number of chawls at moderate rents than a small number at very low rents involving heavier loss per head and consequently a reduction of the number of poor people who can be provided for within our limit of annual loss.

Advantages of catering for a large class of the poor.

11. We may find it necessary in particular cases to temporarily make our rents a trifle lower than those prevailing in the neighbourhood, so as to attract people who *ceteris paribus* would prefer their old insanitary quarters, because of the discipline they would come under in Trust chawls (punctual payment, prohibition of keeping animals, enforced cleanliness, etc.). This is a matter of supply and demand, and experience will show how far it is necessary.

Occasional necessity for temporary reduction of rents below the standard of the neighbourhood.

12. When we start chawls in a new locality like Agripada without demolishing houses in the immediate vicinity, we may have to have specially low rents to attract people from outside. If the poor of the class we are catering for won't come to the chawls, we should take in people of the next higher class not at the rents we have fixed for the lower class, but at the rents these less poor people have been accustomed to pay or, if necessary, at slightly lower rents.

13. Briefly stated, then, our policy should be to fix the minimum standard of sanitary accommodation and make rents as high as possible, consistently with keeping them at a level not higher than that paid by the lowest large class of poor in the neighbourhood, regardless of the size of our rooms, as compared with those in private chawls. I shall hereafter refer to the rent so fixed as the "*local minimum*."

Policy recommended.

Effect of Trust's chawls to reduce rents in neighbourhood.

14. Whatever class we provide for directly, lower classes benefit, because the accommodation previously occupied by the classes provided for is available for the lower classes. The effect of our chawls will be to reduce the demand for rooms hitherto inhabited by the classes provided for, and so to lower their rents and make them available for the next lower class; and ultimately this will lead to the extinction of rooms of the lowest class of all.

And to raise standard of sanitation.

15. Another effect will be that our chawl population will gradually get to appreciate out higher standard of comfort, so that when they get an increase of wages, they will demand this higher standard and be ready to pay for it. This will encourage private enterprise.

Trust's chawl rents should be raised at those of private chawls in the neighbourhood rise; but the increase should be gradual and limited to 4 annas at 3 monthly intervals.

16. We shall be justified in increasing our rents when there is any general advance in the wages of the class accommodated or in the rents paid by that class in the neighbourhood of our chawls; but the increase should be limited to 4 annas per month at intervals of 3 months where our tenants remain the same. This will not only make the increase easier to bear, but will give the tenants time to get accustomed to it and to look out for new quarters if they find it too high.

Rent should be limited for old tenants by a personal maximum of 15 per cent. of family earnings.

17. Further, to meet such hard cases as those of peons on Rs. 12 p.m., who have been in our chawls and got accustomed to such low rents as Rs. 2/4, Rs. 2/8 or Rs. 3, and so, even with the gradual increment of 4 annas per quarter, would be unable to pay Rs. 4 or Rs. 5 as rent, we must have for such old tenants some kind of "personal maximum" short of the rent to be charged to new comers. This "personal maximum" might, I think, be 15 per cent. of the combined monthly earnings of all the occupants of a room together. For instance, take the case of a peon on Rs. 12 who has in his room a son earning Rs. 7 and a wife earning Rs. 8 per mensem. They have hitherto paid Rs. 3 for their room; this is to be gradually raised to Rs. 5 according to the general revision of rates. The personal limit of 15 per cent. operates to stop their increments a year hence, when their rent will reach Rs. 4 and will remain unchanged until their earnings increase. The rent will not however be decreased, if their earnings decrease; and if they vacate the room, any new comer will be required to pay Rs. 5 for it, or whatever may then be the local minimum, i.e., the commonest rent paid by the largest class of poor people in the neighbourhood.

New comers should be limited by a personal minimum either 10 per cent. of family earnings or rent hitherto paid.

18. Every new applicant is required to say what rent he has paid hitherto and what his family earnings are, and the rent he is to be charged is then determined. In 9 cases out of 10 it will be the local minimum; but if that minimum falls short of either the rent the applicant has hitherto paid or 10 per cent. of his family earnings, the greater of those two should in my opinion be charged, if the rooms cannot be all filled up with applicants earning less. An applicant who has a very small family is required, if feasible, to chum with another so as to bring up the rent at 10 per cent. of family earnings, which I will call the "personal minimum" to at least the local minimum; and one whose family is very large may be put into a large room or required to take two small ones. We might keep two sizes, 100 square feet and 120 square feet excluding verandah. More of 100 square feet will be required than of 120 square feet.

Demand for rooms in our chawls justifies enhanced rents.

19. That we can keep most of our chawls full at high rents is shown by the fact that the new chawls at Nagpada and Mandvi are full in spite of the high rent of Rs. 4 and Rs. 4-8 respectively and there are still many applicants for rooms; while in Chandanwadi the proposed increase to Rs. 4 has been agreed to by most of the present tenants. What we have to guard against however is the risk of the poorest being crowded out of our old chawls by others who are better able to afford the enhanced rents. This contingency is provided against by the personal maximum limit described in para. 17.

Application of principles.

20. We have so far dealt with general principles. We may now attempt to apply those principles to facts as we find them actually existing on our Estates.

Comparative statement of rents.

21. Appended is a statement (Appendix B) in which the present rents of our several chawls are compared with the commonest rents paid in their respective neighbourhoods by the largest of the poorer classes, (a) when the Schemes to which the chawls belong were started, and (b) at present.

22. This statement has been prepared from lists of hundreds of actual cases in which single room tenements have been measured and their rents recorded, originally for the purposes of land acquisition proceedings, and now for the purposes of this inquiry. These lists show averages of all the cases recorded; but following the principles stated in paragraph 9 above, I have shown in the new statement not these average rents, but the rents most commonly paid by the largest poor classes, excluding exceptionally high or low rents paid by small numbers only.

23. It will be seen that in all cases rents have risen considerably since the schemes were commenced, and that all our present rents are below (some 30 or even 40 per cent. below) those most commonly paid for far inferior accommodation in the neighbourhood.

Rents have risen in last 10 years and ours are far below those of private chawls.

24. Let us take each set of chawls separately and consider how far we should raise the rent for new comers, and then decide how far to apply the personal minimum in gradually raising the rents for our present tenants.

Consideration of rents chawl by chawl.

AGRIPADA CHAWLS.

25. The peculiarity of these chawls is that they are of 4 different kinds from the earliest to the latest type and are situated at a considerable distance from the localities in which their inhabitants originally lived.

Description of Agripada Chawls.

26. Block A was built in 1901, mainly to provide for the people displaced from Nagpada in Scheme I. The prevailing rent among the poor in Nagpada seems to have then been Rs. 3-4 and the Trust's chawl rents were fixed at Rs. 2-12 and Rs. 3 and have remained unchanged; but the commonest rent paid by the poor in Agripada is now Rs. 4.

27. Block B was built in 1905, with two kinds of rooms, one 108 feet square with 4 ft. 6 in. verandah, and the other only 80 feet square with 3 ft. 6 in. verandah. The rent for the former is from Rs. 2-8 to Rs. 2-12, for the latter from Rs. 2-4 to Rs. 2-8. The latter are by far the smallest rooms in Trust chawls yet they are well up to the average of rooms in private chawls, if the area of the verandah is taken into consideration.

28. Block C has been gradually completed in 1910 and 1911; the buildings are of the ferro-concrete type; all the rooms are 121 feet square (plus 5 feet verandah) on either side of a 9 ft. corridor. There is a flat roof, on which the residents can sleep or take the air. The accommodation and conveniences provided by these chawls are far superior to anything in the neighbourhood and the cost of construction has been greater than in any of our earlier chawls.

29. We have tentatively fixed the rents of the new chawls, as they were completed, as from Rs. 3-4 to Rs. 3-10; but we have some vacancies still, and the number of application for rooms in the chawls now reaching completion is not sufficient to fill all the rooms. The fact that we have rather overshot the mark in Agripada. People who live farther south near their work are unwilling to live at Agripada, a mile or two farther from their work. Some of the chawls appertain to the Nagpada Scheme and some to the Sandhurst Road Scheme. It will be seen from the appended statement that the prevailing rents in the Nagpada and Sandhurst Road localities are Rs. 4-0, the same as in Agripada; so of course people who have always lived in those localities will prefer to pay Rs. 4 there than to pay Rs. 4 in Agripada; some, but not enough of them, are attracted by the better accommodation we supply, but most require the further inducement of lower rent. It will be seen from Appendix B that there are some very low rents near Agripada; these are in the extremely insanitary areas of Kalapani and Madanpura, which we propose to deal with in the East Agripada Scheme. We cannot expect the people we shall displace in that Scheme to at once pay a rent of Rs. 4; it is doubtful whether they will pay even Rs. 3-8. It is a case of supply and demand. We have supplied more accommodation than is needed in Agripada; in 1901 for 1,323 adults; in 1905 for 2,752, and in 1910-11 for 1,944; we must therefore be content with rents below the local minimum. *I would make the rent Rs. 3-8 throughout, subject to the personal maximum for old tenants and the personal minimum for new.*

Rent of Agripada Chawls.

NAGPADA CHAWLS.

30. In Nagpada we have an old block and a new, each containing 144 rooms. The new block is of the flat roofed ferro-concrete type. It has larger rooms, larger verandahs and wider corridors than the old block. It was intended to serve Sandhurst Road Scheme, and the rents were at first fixed at Rs. 3-8, which is 8 annas less than the local minimum in the Sandhurst Road locality; nevertheless there were very few applications from the poor people displaced in the Sandhurst Road operations, and ultimately applicants of the non-displaced class were taken in, and a month later the rent was raised to the local minimum of Rs. 4; the rooms are all occupied and we still have applicants. The rates for the old block are only Rs. 2-8 and Rs. 2-12, whereas the local minimum was Rs. 3-4 in 1901 and is now Rs. 4. Many of the residents are of the non-displaced class. *I think we should raise the rent to Rs. 4, subject to the personal maximum for the present tenants and the personal minimum for new tenants.*

IMAMWADA CHAWLS.

31. In Imamwada we have several different types of chawls, built between 1907 and 1911. All the rooms are of the same size and quite large enough at 97 square feet with 4 feet verandah and 8 feet corridor. All these rooms have been taken up as fast as they were completed, and most of the tenants are people who were displaced by our operations in Sandhurst Road. The rent for the earlier chawls from Rs. 3-3 to Rs. 3-6, and that for the newer chawls from Rs. 3-8 to Rs. 3-12, and there are still applicants for admission at these higher rates. The local minimum was Rs. 2-12 in 1902; it is now Rs. 4. *I see no reason why we should not gradually raise the rent to Rs. 4, subject, of course, to the personal maximum and minimum and the limit of 4 annas per quarter in increment. I would make one exception to this limit by raising the Rs. 3-3 rents to Rs. 3-8 instead of Rs. 3-7 (an awkward amount) at the first increment.*

MANDVI CHAWLS.

32. In Mandvi we have ferro-concrete chawls of the newest type like the latest in Agripada, but with shops and godowns on the ground-floor and the G. I. P. Railway just behind. The land cost us nearly Rs. 70 per square yard, and therefore we couldn't afford to give much of it up to chawls, and there being a great demand for shops and godowns in this locality, we devoted the ground-floor to them, to secure a better return on our capital expenditure.

33. Rents in and about Mandvi have always been some 25 per cent. above those in Agripada, and we therefore tentatively fixed our rents at Rs. 4-8, i.e., annas 8 less than the local minimum, which has risen from Rs. 3-12 in 1902 to Rs. 5 in 1910. The whole of the rooms were taken up as fast as they were completed, by Kolis and Marathas, who had been displaced by our operations in Mandvi, and there are as many applicants as residents still. Many of the Koli residents seem from their dress and other possessions to be very well off, but great care has been taken to admit only those who paid less than Rs. 5 per month for one room tenements before our operations commenced in Mandvi. These Kolis need to be near Carnac Bunder on account of their fishing, and those who are Christians like to be near their Church, which we left standing in Koliwada, when we demolished the houses all round it. I have found that several Kolis, who for some years past have been paying only Rs. 3-6 per month in our Chandanwadi Chawls, have gladly agreed to the higher rent of Rs. 4-8, in order to get into the Mandvi Chawls. *I see no reason why the rent should not be gradually raised to the local minimum of Rs. 5.*

CHANDANWADI AND PRINCESS STREET CHAWLS.

34. These are situated on back plots to the north of Princess Street, about a quarter mile apart, and were completed in 1907 and 1908 respectively. The rooms are the smallest we have, except the 80 ft. rooms of the B block in Agripada. The rents vary from Rs. 3-3 to Rs. 3-6; but the local minimum, which was Rs. 3 in 1901, is now Rs. 5. The bulk of the residents are very poor Mahars and Mussulmans, who were displaced by our operations in Princess Street; but there are a good many fairly well-to-do Christians also. The residents have

been sounded, and are practically all willing to pay Rs. 4, rather than leave the chawls which are so conveniently situated for people employed in the Fort and Bazaar, that I have no doubt we could keep them full if we charged Rs. 5 all round. This, however, would be hard on the poorest, and I therefore propose, as elsewhere, to gradually raise the rent to Rs. 5, subject to the personal maximum for present occupants. This will probably result in an increase up to no more than Rs. 3-8 for most of the occupants, as their earnings are generally low. The first increment to the Rs. 3-3 rent should be 5 annas as in Imamwada (*vide* para. 31).

SUPARIBAG CHAWLS.

35. These are our newest chawls; they are of ferro-concrete with flat roofs, and are to accommodate 2,160 adults in 480 rooms, of which 240 are now ready for occupation. By Trust Resolution No. 253 of 15th November 1910, the rent was tentatively fixed at Rs. 3-12 which the Land Manager reported was 17 per cent. below the average of private chawls in the neighbourhood. The Land Manager was unable to recommend a lower rate, because the population of the locality is not very dense, and he was afraid that the result of fixing low rents would be that the tenants of buildings we have recently acquired would leave them and go to the chawl, and we would get no one to take their place, so that our acquired buildings would yield no return on the capital spent on acquiring them.

36. I now find, however, that in taking his average, the Land Manager included rent of classes much above those for whom we provide chawls, and that the local maximum should as shown in the Appendix B, be Rs. 3-4. Further applications for the chawls at Rs. 3-12 have not been very numerous, and it seems doubtful whether even the 240 rooms now ready will all be taken up at the rate. Many of the actual applicants come from outside the immediate vicinity of the chawls and most of them admit that they have hitherto paid rent of Rs. 3-12 or more. There is no reason why they should pay lower rents now, and I see no objection to admitting them at the rents they previously paid, subject to the local minimum of Rs. 3-4, provided that an opportunity is given to those who are being displaced by our operations and cannot afford to pay more than Rs. 3-4 to take rooms in our chawls at Rs. 3-4. Following the principles stated in paras. 9 to 13 above, we should resist the temptation to keep these people out in order to get higher rents both in our chawls and in our acquired buildings. I propose, therefore, to call for and dispose of applications from people willing to take rooms at Rs. 3-4 before disposing of the applications already received. The local minimum should, I think, be kept at Rs. 3-4 at present; it can be revised when rents in the neighbourhood go up, as they are bound to do when the Improvement Trust's estates in the north of the Island and the Port Trust estate at Sewri are nearing their full development.

37. To sum up, I recommend--

(1) That uniform rents be fixed for all rooms in our chawls, as follows:—

							Rs.	a.	p.
Suparibag	...	...	...	...	...	...	3	4	0
Agripada	...	...	...	...	...	...	3	8	0
Nagpada and Imamwada	..	...	...	...	...	...	4	0	0
Princess Street, Chandanwadi and Mandvi	...	...	...	...	...	...	5	0	0

(2) That every new-comer be charged these rents, subject to a personal minimum of 10 per cent. of his family earnings or the rent he has hitherto paid, whichever is less.

(3) That present tenants' rents be gradually increased to the above rents from 1st May 1911 (to allow of 1 month's notice) by increments of 4 annas every 3 months, an extra increment of 1 anna being charged on Rs. 3-3 rents 1st May 1911.

Read the following minutes.—

(1) by Mr. D. E. Wacha, dated 29th March 1911.

I have carefully perused the note of the Chairman on the question of the expediency of raising all round the rents of the Trustees' chawls in various parts of the City as well as the Land Committee's Report thereon.

I do not deem it expedient at this stage to consider the details discussed in the elaborate note. It will be sufficient if I confine myself here to the broad socio-economic principle involved in the proposal.

This question of the increase largely depends on the earnings of the poorer classes for whose benefit these chawls have been erected. House accommodation and food, as has been over and over demonstrated by practical economists, absorbs from 45 to 60 per cent. of the income of all mankind in every part of the world. Unless therefore the wages of the poor or working classes rise in anything like a reasonable proportion to dearness of rent and food, it becomes a serious question for wage-earner. Food and shelter are no doubt prime necessities, but where the wage-earner has to make a choice between a fixed wage and a rising expenditure for shelter and food, he, of course, gives precedent to food. Food, however dear, must be provided at all cost and hazard. Without it his health would deteriorate, which would signify either less wages or unemployment altogether. Thus in order to provide first for food, the wage earner has necessarily to put up with any kind of shelter, be it ever so insanitary and be it however incommodious. If he and his family have not food enough to sustain them for their daily labour, then necessarily their physical condition must deteriorate, resulting ultimately in being altogether incapacitated prematurely. Unemployment is brought on either by the worker being unable to get any work at all or by being unable to work even when work is offered, bowing to weak physical condition. Food, therefore, takes precedence of shelter. So that when food becomes dearer, any kind of shelter is preferred. If it happens that even a single room costs in one place Rs. 3 a month and in another place Rs. 2-8-0, the wage-earner would certainly move to the cheaper room, even if it be worse every way than the dearer one. He has to make virtue of a necessity. None would like to pay a dear rent and at the same time have less of food from the balance of the wage he may be earning. It would be suicidal to do so.

From the above general observations it will be plain that the proposal for the increase of rent all round must be carefully considered in relation to prices of food at present prevailing and to the condition generally of wages. I make bold to say that wages have not moved up to anything in proportion to the rise in the price of food and house rent. And so long as this economic condition of the wage earner continues, it would be mischievous on the part of the Trust to raise rent. It should be remembered here that the primary object of the legislature in imposing on the Trust the responsibility of erecting chawls for the poor was to see them housed *sanitarily* because it was held that the epidemic of plague was greatly aggravated by the insanitary tenements of the lowly poor. To so house them, it was anticipated that a certain loss would be incurred. Of course, as I have often observed, it was a great error on the part of the Government to have laid this responsibility of constructing Chawls for the Poor on the Trust. The full socio-economic difficulties were never considered because they did not then present themselves. Had they been presented there would have been no Chawl construction under the Act. Private enterprise but fully controlled by more stringent Municipal regulations and restrictions of a sanitary character, should have been left to do all that was necessary by way of providing accommodation. Wholesale importation of the English provisions, unsuited to Eastern requirements was the great error made. We cannot repair the error made unless we even now move the legislature to release us from this responsibility. If that is not to be, then I think it my duty to oppose the proposal of the Chairman and the Land Committee to raise rent, on the broad economic grounds I have just referred to. This is both a social and economic question, and it seems to me that in the Note and in the Report entire go-bye is given to this larger, broader and pressing problem in coming to a decision on this matter. But situated as the poor wage-earners are, it would be social crime on our part not to take cognisance of it; and, in my opinion, the Trust is doing no good to itself and doing the greatest harm to the poor public by raising the rent of Chawls—dear as rent has been presently made by the operations *chiefly of Trust itself*. The Trust is penalising the poor both ways. It drives them away from their old and cheap tenements, however insanitary, and thus creates dearth for accommodation, with the net result of running up rents. And when such rents have all round risen high, the

Trust points to these as a reason for raising the rents of its own Chawls for the Poor! I for one can never be a party to this kind of unseen process of deterioration, the economic and physical condition of the wage-earners so long as wages have not risen in anything like the proportion that food prices have risen. Our duty ought to be in the direction of giving sanitary accommodation at a *lower* rental, which may compensate them for the dearer cost of living. The mischievous result of the proposal, if carried at all, would be to make the socio-economic as well as the sanitary condition of our working classes worse, in spite of the sanitary chawls. An outlook which I for one cannot view with equanimity.

(2) By Sir Sassoon David, dated 30th March 1911.

As I shall not be able to attend the meeting to-day when the question of the Rents of Trust Chawls is to be discussed, I feel I ought to give expression of my opinion in writing regarding it.

I have read the Chairman's comprehensive and well thought-out note, as well as that of Mr. D. E. Wacha, with great care; and my opinion is that if the Trust intends to push on with the erection of chawls on a large scale, it is very necessary (if this is to be done without much loss to the Trust), that a sound principle must be laid down once for all, so that the Trust without crippling its resources, may at the same time provide suitable sanitary chawls for the poor at reasonable rates.

A sound course would be to fix the rent of each chawl in its respective locality at such a rate as would just yield $5\frac{3}{4}$ per cent. on the actual cost of the building and 4 per cent. on the value of the land. This yield would still mean to the Trust a clear loss of about .61 per cent. of the Sinking Fund on the capital invested after deducting about 31 per cent. for taxes and other collecting charges and about 1 per cent. on the cost of land, as follows:—·61 on Sinking Fund and ·39 as collecting charges at the rate of 10 per cent.

I feel sure that ordinary chawl builders will not erect chawls under a return of at least 10 per cent., but in view of the fact that the Trust Chawls cost much more than those built by the investing public (*vide* Chairman's note, para. 6) as also that the collecting and other charges are higher in the case of the Trust, I think we ought to fix the charge rent as detailed above which would actually mean only 4 per cent. as the amount of interest we have to pay for our loan without providing for Sinking Fund, which latter must remain as a loss to the Trust until such time as the public come forward to buy the chawls from the Trust at their actual cost price and for this object I think our Act should be amended so as to give the Trust the power of disposition of the chawls, if such power is not in the existing Act.

I quite understand Mr. Wacha's argument as regards the socio-economic difficulties, also that the price of foodstuff should be regarded as of permanent importance, and the provision of food is extremely necessary for the wage-earner, yet I submit that suitable housing of the poor in sanitary buildings, and surroundings, is of almost equal importance. The supply of plenty and cheap food will not in itself be of much good to a poor man if he is doomed to live and sleep in insanitary shelters and run the risk of contracting disease and sickness which will undermine his health, militate against the results of the supply of plenty and cheap food and thereby incapacitate him from work; besides this, he will have to undergo the expenses of buying medicine and paying fees to quack doctors, for it is well known how reluctant the poor class is to attend public hospitals, preferring much rather to trust themselves to the mercies of their own quacks. It is our duty to teach the poor class the benefits of living in sanitary dwelling, and I am sure it will not be very long before they appreciate the very great necessity there is of sheltering their bodies in healthy and sanitary surroundings.

RESOLUTION No. 70.—The proposed increase of chawl rents by increments of annas 4 every three months and an extra increment of 1 anna on Rs. 3-3-0 rents from the 1st May 1911 is sanctioned.

2. The Land Committee's other suggestions will be further considered at the next Board Meeting.

Appendix A to Report of the Land Committee, No. I, dated 22nd March 1911.
(*Vide* PARA. 4 OF REPORT AND T. R. No. 70.)

Vital Statistics in Trust's Chawls.

Serial No.	Name of Chawl.	1907-08.		1908-09.		1909-10.	
		Average population of the year.	Death-rate per 1,000.	Average population of the year.	Death-rate per 1,000.	Average population of the year.	Death-rate per 1,000.
1	16 Blocks, Agripada* ...	4,160	29·08	4,342	28·78	4,427	22·58
2	6 „ Chandanwadi ...	2,197	26·41	2,326	34·82	2,224	31·47
3	2 „ Nagpada ...	477	31·44	480	20·83	494	18·21
4	Semi-permanent Camp, Charni Road.	812	27·10	1,040	22·11	992	19·15
	Converted Building ...	394	38·08				
5	5 Blocks, Imamwada ...	...	...	1,785	38·65	2,370	32·06
6 *	Semi-permanent sheds, Paltan Road.	...	...	1,150	63·48	1,226	39·96
7	1 Block, Princess Street ...	...	...	...	...	251	43·82

*Extract from Annual Report for 1907-08:—

The following figures of mortality for these Agripada Chawls indicate the steady improvement that has taken place in the health of the inhabitants:—

1st January to 30th June 1906 ...	...	...	...	...	69·24	} 61·31 per 1,000 per annum.
1st July to 31st December 1906 ...	...	...	...	...	53·38	
1st January to 30th June 1907 ...	...	...	...	...	34·49	} 30·90 „ „
1st July to 31st December 1907 ...	...	...	...	...	27·32	
1st April 1907 to 31st March 1908 ...	...	...	...	...	29·08	„ „

Appendix B to Report of the Land Committee, No. I, dated 22nd March 1911.
(*Vide* PARA. 9 OF REPORT AND T. R. No. 70.)

Annual loss on Board's chawls on the basis of the present and the proposed rents.

Serial No.	Name of Chawl.	Capital Cost.	Full rent per annum.		Annual loss 4·61 % on col. 3—60 % of col. 4 or 5.	
			Present.	Proposed.	Under present rents.	Under proposed rents.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1	Agripada ...	11,20,309	57,585	70,980	17,095	9,058
2	Nagpada ...	2,12,102	11,382	13,728	2,949	1,541
3	Imamwada ...	6,94,639	35,013	42,000	11,015	6,823
4	Princess Street ...	58,183	2,504	3,840	1,180	378
5	Chandanwadi ...	5,40,750	27,476	41,076	8,443	283
6	Mandvi ...	6,02,211	33,284	34,616	7,792	6,992
7	Suparibag Road ...	3,62,355	18,720	18,720	5,496	5,496
	Total ...	35,91,049	1,85,964	2,24,960	53,970	30,571

APPENDIX M. (5.)

Referred to in para. 33 of Report.

Note by Chairman on Widths of Roads in Trust Schemes.

1. I have carefully considered the question whether the widths provided for main roads in Trust Schemes are extravagant or not, with special reference (1) to the Municipal Engineer's recent complaint on this point in the correspondence on my proposal for the widening of Gilder Street to 80', and (2) to the question of acquisition of land from the Jacob Sassoon and Morarji Gocaldas Mills for the widening of the Suparibag Road where it passes between those Mills, the Land Acquisition Committee having deferred consideration of the terms on which it is proposed to obtain the land required from those Mills till I have reported whether the width of the Suparibag Road may be limited to 100' instead of the 120' proposed.

2. I have consulted our Engineers and have had the advantage of discussing the matter with Khan Bahadur M. C. Murzban and also with Mr. Kemball, the originator of the Schemes in question, and I am firmly of opinion that the minimum width that we should provide for on the "Eastern Avenue" should be 100' from Crawford Market up to Suparibag Road, 120' from there to Elphinstone Road and 150' from there to Sion Causeway.

3. I think it important that the necessary width should be acquired or, at any rate, that the terms of ultimate acquisition should be settled as soon as possible, because every year's delay sees the cost of acquisition increase; but I do not recommend that the land acquired should everywhere be at once thrown into the road; on the contrary I think the metalled area should be strictly limited to present needs of traffic, since under-use of a road adds quite as much as over-use to cost of maintenance. The strips not at present required for traffic must be put to the most paying temporary use that can be found for them. If the present use can continue as in the case of the Jacob Sassoon Mill premises, till the land is taken up for the road, so much the better, provided that the parties concerned are under a binding agreement to give up the land at short notice. Such an arrangement avoids unnecessary sterilization of capital.

4. I would, as Khan Bahadur Murzban advises, have the southernmost section, 120' wide rather than 100' at least as far north as Byculla Bridge, were it not for the excessive cost of acquisition, which makes it financially impossible in this case to provide for much expansion of traffic in the future. The full 100' is little, if at all, in excess of the present requirements of traffic, and there is no doubt that so soon as the road is constructed, buildings will be erected right up to the edge of it at least as far north as Sandhurst Road, so that it will be impracticable to leave a strip unmetalled. Between Sandhurst Road and Suparibag Road it may be feasible in places to let present users continue, *provided terms of ultimate acquisition are settled at once.*

5. My reason for increasing the width to 120' when Suparibag Road is reached is that there the Parel Road is joined by the Arthur Road, which will, I am sure, become a much frequented thoroughfare, so soon as the Chinchpoogly Bridge, now under construction, is completed. Moreover, land thereabout is not of the very high value that obtains in the most congested portion between the Market and the J. J. Hospital. Further, the existence of the Railway workshop and two big mills in Suparibag Road, make the traffic there always large. But above all, the creation of a new business centre at Sewri on completion of the Port Trust reclamation works there and of another between the two Railways north of Dadar must result in a great increase of population and traffic in the whole neighbourhood, at least as far as Suparibag Road, and though a breadth of 80' may be sufficient for some years to come, I cannot

believe that anything less than 120' will suffice 15 years hence, when the development of the north of the Island will be well advanced, the Dadar Bridge will be in existence and Sewri will be a well established business centre.

6. North of Elphinstone Road the provision of a 150' road is, as the Engineer in his appended note frankly admits, a luxury rather than a necessity. So far as the future traffic is concerned, a 120' road would no doubt suffice, and for the present traffic an 80' road would be simple; but the object in view is to create an attractive amenity for the Trust Estates in the north of the Island, in anticipation of that District becoming a popular residential area for the middle classes. Mr. Kent's Note, together with the sketches he has posted on the screens in the Board room, shows the nature of the great central Boulevard in contemplation. There can be no doubt that 30 years hence such a Boulevard will add immensely to the amenities of life in the north of the Island, and if the knowledge that such a Boulevard is contemplated appreciably enhances the demand for our plots in Schemes V and VI, the money spent on it will yield a good return financially, to say nothing of the benefits to public health and convenience that it will confer. As Mr. Kent points out, the land required for the creation of this amenity is comparatively cheap, and parsimony in expenditure for the ultimate beautification of the Island and the health and comfort of the inhabitants is much to be deprecated. Mr. Kent meets the objection as to cost of maintenance of so broad a road by explaining that no more than a width of 35' outside the tramway need be macadamized for many years to come and by pointing out that the cost of construction and maintenance of the tramway will be borne by the Tramway Company. The trees must of course be planted at once, so that they may mature the sooner; and their upkeep will for some years involve considerable expense; but on the remainder of the 150' strip there need be no great expenditure for many years to come, and we may even be able to make a little revenue by letting the land for temporary uses.

7. I quite agree with what Mr. Kent says towards the end of his note as regards the feasibility of reducing both capital cost and maintenance charges on our Estate roads outside main thoroughfares. I would save as much as possible on these Estate roads, in order to have more to spend on the main thoroughfare and the Boulevard.

8. Mr. Kemball has called my attention to the report of the Royal Commission on London Traffic, which I circulate herewith, as it affords most fascinating and instructive reading to the thinker who would try to forecast the requirements of the Bombay of 50 years hence. I make no apology for advocating experience in London as the basis of a forecast for Bombay; for though the two places are so different at present, it seems clear to me that the near future holds in store for Bombay just as great an advance in population, commerce and traffic as London has had in the last 50 years. For Bombay is the Western Gate of India, and India has only just started upon development of her vast resources; and while in England there are many ports which are infinitely better harbours than the Port of London, Bombay possesses the only good natural harbour in India. Before the development of India's resources had gone far and even in years of scarcity the railways could not adequately cope with traffic to and from Bombay, and in Bombay there was always stagnation for want of accommodation. What will it be hereafter in years of plenty, when the duplication of the Railway lines has been completed and the development of India's resources is well advanced? Clearly local authorities in Bombay must keep their mind set on the necessity of expansion in the facilities for traffic in Bombay *pari passu* with the expansion of the volume of trade which passes through the western gate of India, and they may well draw upon the experience of London for guidance in their development programme.

9. There is a pregnant warning in para. 20 of the Commission's report:—

"The magnitude of the population of London, and the extent of the area over which that population is spread, made the problem of locomotion specially important for London, and, if the standard of movement cannot be raised to the level attained elsewhere, London must fall

behind in competition with other cities, and the life and growth of the Metropolis will be slowly, but not the less surely, strangled by the choking of the great arteries of traffic."

The case of New York conveys even a stronger warning, as there you have an Island city at its wit's end to provide for its traffic and spending millions on subways with very little relief, though it is comparatively young as cities go.

10. In Bombay itself the best case I can cite in stultification of the policy of leaving to the future the needs of the case of Abdul Rehman Street. There is no doubt that our predecessors of 30 years ago could have pierced the congested area between Carnac Road and Sandhurst Road at a small fraction of the cost involved in that operation to-day; but already the cost has become well nigh prohibitive. The scheme for widening Abdul Rehman Street, prepared in May 1906, was estimated to involve an ultimate loss of 27½ lakhs; already, owing to the rise in value of the property to be acquired while the scheme has been laid aside for want of funds, that loss has risen to 60 lakhs, according to the latest revised estimate. An alternative route has been suggested as a substitute for the old Abdul Rehman Street scheme and the Memonwada Improvement scheme; these together were estimated in 1906 as involving a loss of 69 lakhs, which by 1909 had risen to 137 lakhs. The alternative route reduces the ultimate loss to 82 lakhs, if the new road is 100' or 103 lakhs, if it is 120' wide according to an estimate based on last year's assessments; but there is no doubt that in a few years this loss also will be greatly enhanced, and every year's delay increases the risk of the scheme having to be abandoned as financially impracticable; and if it is abandoned, there will be no road from north to south of the Island broad enough to allow of fast traffic (the *sine qua non* of commercial success in these days of keen competition) either above or below the surface.

11. I have marked in the Commission's report many passages that seem to be worthy of our careful consideration. I quote a few of the more important here:—

Para. 8.—The necessity for additional means of locomotion increases in a higher ratio than that of the growth of the population.

Para. 13.—It is not practicable to re-house the working classes in the central districts at economic rents, while in the outer zones, re-housing can be effected without loss, if means are provided to enable workmen to get in and out of London quickly and cheaply.

Para. 14.—Witnesses who have special knowledge of the subject are of opinion that the remedy for overcrowding is to be found in removal of the people to outside districts by providing additional facilities for locomotion and in that opinion we agree.

Para. 17.—If adequate and suitable means of locomotion were provided, regulations against overcrowding could be more stringently enforced in the crowded districts. Many persons, who could reside at a distance from their work, would do so, and, where a business was of such a nature that the workers must live on the spot, and the owners of the business could not afford to pay wages sufficient to enable the worker to pay such rents as would enable suitable houses to be provided, the tendency would be for such owners to move their business to other and more suitable localities.

It cannot be right to promote, by an indirect subsidy, the retention of factories and businesses in the overcrowded parts of the Metropolis, where, without such assistance, they can no longer be carried on at a profit. The provision of houses, at less than cost price in crowded localities, must tend to check the movement, which has already begun, for the removal of certain classes of work to the outskirts of London or even beyond them.

Para. 21.—The chief difficulty that stands in the way of improving the means of locomotion in London is the narrowness of the streets and the fact that they were not originally laid out on any general plan. If the streets were of sufficient width, and had been laid out on a regular plan, the congestion of vehicular traffic would practically disappear; the long distance traffic could be provided for by shallow underground railway at a cost which would not be prohibitive; and a complete system of surface tramways could be laid down, which would carry the short distance and miscellaneous passenger traffic of London cheaply and quickly.

Para. 34.—In the earlier days of the construction of railways, special importance was attached to the carrying of goods, and the great increase of passenger traffic, and specially of urban and suburban traffic, which has since taken place, was not foreseen.

Para. 39.—The requirements of the existing traffic of the Metropolis far exceed the present facilities provided for it; the rapid increase of that traffic is constantly adding to the amount of inconvenience and loss thus caused; enormous as the increase has been, it is and must continue to be kept seriously in check by the want of means for its natural expansion; and it has become indispensable to make provision in this respect for the future on a great and comprehensive scale, and with the least possible delay.

Para. 60.—The population is becoming larger, and the number of those who live outside and come into London daily for their work is increasing, and will tend still more to increase, unless the natural movement from crowded centres to the more open country outside, so desirable for economic and sanitary reason, is arrested from want of facilities for locomotion. It is not only mitigation of the existing evils that is needed, but provision to meet the growing wants of the future and prevent a repetition of the mistakes that have been made in the past.

Para. 69.—As regards the two new main avenues through London proposed by the Commission, each avenue would be 140 feet in width, from house to house, with subways for water mains and so forth, and would afford space for cellarage under the footpaths. It is also intended that there should be four lines of tramway on the surface, and four lines of railway a few feet below the surface, so as to allow express train and local stopping trains to be run on different rails. Both tramway and railway are intended to be worked by electricity.

Para. 79.—As regards the 4 main roads giving access to the west and south of London, these roads are particularly important, not merely because of the great traffic which they already carry and its probable increase but also because they are routes specially suited for tramway service. We are told that they ought to be widened to the dimensions of a first class street, that is, 100 feet. In any case, these four roads appear to require attention, without delay, at certain points; immediate steps ought to be taken to prevent any building taking place, beyond the future frontage lines, nearer to the existing roadway than the present line of houses; the longer these precautions are neglected, the greater will be the cost of widening.

Para. 84.—Steps should be taken at once for the purpose of preventing the creation of further obstacles to the future widening of existing streets, with proper provision for compensation where legal rights are infringed. Some change of the law may be required for this purpose. The object aimed at is apparent, *viz.*, to prevent gardens and forecourts from being built upon hereafter along streets where a greater width than the present is desirable.

Para. 97.—If a frequent tramway service can be provided at moderate fares, it would be very largely used, in preference to a railway service, for comparatively short journeys. For longer distances, a preference would generally be given to railways, because of their speed.

Para. 119.—It must be kept in mind that urban movement must always be mainly along the streets and must depend, for its principal provision, upon street conveyances. The construction of underground railway has not taken off the streets a sufficient number of people to affect substantially the demand for street conveyances, or to diminish the street congestion. There can be no practical doubt that urban railways are not complete substitute for wide streets and street tramways.

Para. 173 (2). The indiscriminate breaking up of the streets should be prohibited. When any company or person wishes to break up the streets, notice should be given to the street authority, and by the street authority to all other companies and persons who have similar powers, calling on them to give notice if they wish to break up the streets at the same time. The street authority should then settle the time and the order in which the various operations may be carried out and should inform respective Commissioners of Police. This rule would not however apply in cases of emergency.

(5) After conclusion of the operations, no company or person should be entitled, as of right, to break up the street again for some period, such as nine or twelve months, unless in case of emergency, or with the consent of the street authority, which would be given if good cause were shown.

(7) New service mains should, as far as possible, be laid under the footpath so as to avoid the necessity of breaking up the carriage way when making service connections.

Para. 216.—Building Laws and regulations in regard to width are required to preserve gardens and forecourts in existing streets with a view to future widening, so as to ensure a sufficient breadth for new streets and to make certain that, on property hereafter laid out for building, ample space shall be reserved for through as well as for local traffic."

12. It needed no long pondering over these passages to lead me to the conclusion that Bombay should have at least one main north and south avenue of the minimum width of 100', as stated in para. 2 above, and I hope that the Trustees will now all agree with me.

13. As to other roads, the width of Princess Street 60' and of Sandhurst Road 80' cannot, I think, be pronounced extravagant when it is remembered that they are intended as air lungs for the congested parts of the City; and with perhaps the exception of small roads within our own residential estates, to which reference is made in para. 7; no other roads of ours can fairly be described as extravagantly broad.

14. There is no need at present for any Trust Resolution on this subject, as the conclusion the Trustees will come to, if they accept my views, is that the Trust Resolutions in which the plans and estimates of the various roads were approved need no amendment; but I think that when we report to Government on ways and means for giving effect to the programme for the development of Bombay, sketched in Government Resolution No. 3022 of 14th June 1909, we should point out that we have as yet no scheme for extension of the western avenue southwards from Supari Bag Road to Crawford Market and should urge the necessity of amending the Act so as to empower the Trust to settle terms for the ultimate acquisition of land required for these main roads on the basis of present values without requiring them to actually acquire the land or construct the road at once.

J. P. ORR,
Chairman.

P.S.—I have discussed this note with Khan Bahadur Murzban and find him very insistent on making the eastern avenue at least 120' broad throughout, whatever the cost. Asked how the cost is to be met, he says that for the present only an 80' road should be constructed, and that in disposing of frontages it should be a condition that the 20' strip between each permanently leased plot and the 80' road should be taken up by the lessee for 5 or 10 years at a rent of 5, 6 or even 7 per cent. on cost of acquisition and thereafter should be vacated at a year's notice when the road is to be broadened. He tells me he often made arrangements like this in connection with set-backs when he was Municipal Engineer.

He doubts whether the Boulevard would prove an attraction sufficient to appreciably raise the value of land in the North of the Island.

NOTE ON ROADS.

I suppose nearly every writer on the subject of roads has prefaced his remarks by repeating a few well-worn axioms, such as—

Roads are primarily highways for traffic; they afford a secondary purpose in affording sites for buildings, etc., etc. The great avenues and boulevards which are such delightful features of many Continental towns in Europe and America are the outcome of the desire of the people for a greater measure of outdoor life and enjoyment. Less than half a century ago the cramped streets of most of the older cities afforded no shed or resting place for the weary traveller, and it was not until Baron Hausmann and others came upon the scenes that the roads in large cities were made to contribute to the amenities of life.

My thoughts are chiefly directed to the consideration of the width of our projected Eastern Avenue, as there appears to be a considerable body of opinion averse to the dimensions laid down by its projector, Mr. Kemball. His scheme provided for a main avenue extending from the Crawford Market to Sion Causeway with a width of 120' from the Market as far as the junction of Suparibag and Elphinstone Roads and 150' for the remainder of the distance. In considering the matter, it is necessary to project one's mind into the future and imagine what the road will be called upon to perform say 30 years hence. We must assume that the population of the city has greatly increased, that our schemes XXXI, V and VI are populous localities, that motor traction is driving the horse from the street, that an enormous increase has taken place in the volume of traffic and, lastly, that Salsette is a popular suburb and that the tendency (already strong) to live outside the island will have become more pronounced.

It is on a consideration of these points that the width of the Eastern Avenue will have to be based.

It may be as well to reflect on what has been and is being done in Europe and America in connection with the widths of streets.

The Royal Commission on London traffic suggested the following classification of streets with their widths between houses :—

Main Avenues...	...	...	...	...	...	...	140'
First Class Arterial Streets	...	...	...	...	...	...	100'
Second „ „	„	„	...	...	...	...	80'
Third „ „	„	„	...	...	...	...	60'
Fourth „ „	„	„	...	...	...	...	40' or 50'

The main avenues in Washington are 160' wide, in New York 135' and in Boston 180'. Washington which has the best street plan of any city in America has 54 per cent. of the whole area devoted to streets against 28 per cent. for Paris and 35 per cent. for Vienna, which latter is probably the best laid out city in Europe.

According to the above classification for London, Bombay has perhaps two first class arterial streets and perhaps three of the second class.

If the amenities of streets be left out of consideration for the moment no one will contradict me when I say that the width of the street should be adjusted to the amount of traffic. In business localities where traffic is heavy and tramways exist, and where the houses are high and built up to the frontage line the street should be wide. In residential localities particularly in the suburbs where the houses should be restricted to three stories, set well back from the frontage line, the width of the roads may be greatly reduced.

In considering a width for the first section of Mr. Kembell's Avenue, I take it that no one would wish it to be less than 100' in width, although perhaps some would like to see it more than 120'. With a 100' road, the pavements should not be less than 15' wide, although 20' is a better width as it gives more room for the location of service mains of all sorts outside the paved area as well as providing sufficient width for a widespreading avenue of trees.

In a 100' road with two footpaths, 20' each in width, 60' would be left for the metalled portion including the tram-tracks. Two tram-tracks, including the space between them, occupy a width of 16' which leaves a space of 22' between the tram and the curb. If the pavements were reduced to 15' the space would be increased to 27', which would suffice to allow three vehicles to pass abreast between the tram and the curb.

If at any future date the exigencies of traffic called for the quadrupling of the tramway system, the tracks would then cover a total width of 38 feet, which would reduce the space between the outer rail and the curb to 11' in the case of a 20' footpath and 16' in the case of one 15' in width.

If a road 120' wide be adopted, it should amply suffice for all future requirements without any crowding of the traffic.

The reply to this will probably be that, assuming it would be wise to fix the frontage line so as to admit of a 120' road being constructed, the Municipality, to whom it would be transferred ultimately, would object to maintain a road of that width, as in certain sections of its length it is already wide enough and in others requires but little extra widening, to enable it to cope with existing traffic and that of the near future. There is some force in the objection, and to meet it it is necessary to consider the amount and nature of the traffic along the route.

Starting from the Market end, I think it will be conceded that all the small lanes from the south (I cannot call them anything else) which debouch on Parel Road at Pydhowni are grossly overcrowded and that nothing short of a good straight thoroughfare, at least 100' in width, should link the Fort with Parel Road.

Then again Parel Road as far as the Jamsetji Hospital is far too narrow for existing traffic. Beyond that point there is some diminution until Victoria Road is reached where the crowding commences again and continues as far as the Gardens. This is due in some measure to the existence of the Tramway Stables in front of which perpetual chaos seems to reign.

From this point there is a stretch of comparative calm until Kala Chowkey Road is reached. The next section through Chinchpooogli to Suparibag Road is very congested at all hours of the day and I have often had to stop my motor when passing through.

Suparibag Road is also narrow, and in the vicinity of the Sassoon and Morarji Goculdass Mills dangerously so.

If the Municipality were prepared to accept this view as to the sections in need of immediate widening, the less congested sections might be left for the present. The land in such sections would, of course, have to be acquired, but the buildings could be allowed to stand, or, if pulled down, would be replaced by others set back to the new frontage line.

Mr. Watson estimates a saving of Rs. 6½ lakhs in the length from Crawford Market to Elphinstone Road if the width of the road be reduced from 120' to 100' from Crawford Market to Elphinstone Road. This figure includes the value of the land and the Engineering works.

At first sight it may seem strange that Mr. Kemball should have increased the width of his eastern avenue at a point where the volume of traffic is much reduced and where the business quarter passes into one of a more suburban character. Mr. Kemball is a man of large ideas, and I have no doubt he would have wished the continuance of the 150' avenue up to the Crawford Market, but for considerations of costs which caused him to adopt a less ambitious scheme. From the end of the Tramway system at Parel northward there is an immediate falling off in the value of land until in Schemes V and VI its average value does not exceed Rs. 2 per square yard; this fact materially affects the situation and it is no longer necessary to limit the width of the road to the bare necessities of traffic. My dream for the north of the Island is a picturesque suburb with a magnificent avenue running through it, an approach to the city of which the people might well be proud. Any parsimony here would be a terrible blunder: little short of a crime in my opinion. I have made a sketch which embodies my views as to the way in which the avenue should be treated; there is a touch of the "grand manner" about it which is what is required. I do not suggest that the two macadamised roads on either side of the central strip should be made at once; on the contrary one would suffice for a number of years and I do not suppose the cost of maintenance would much exceed what it does at present. This road would, where it passes through the residential portions of Schemes V and VI, be bordered by large houses well set back from the road in spacious compounds leaving the less valuable interior land for the accommodation of people less well-to-do. The estate roads except where linking up the important centres would be quite narrow. A 26' road consisting of two pavements 5' wide and a metalled width of 16' is ample for all requirements. The grand avenue is to be something more than a means of communication; its central space with shady trees and seats would form a great attraction and the tramways which, when located in the middle of the road, are a nuisance to traffic, would, while being most accessible to the public, be almost hidden from view. I hope to be able to introduce a little economy into the construction of Trust roads in residential localities by reducing their widths in places where hitherto they have, in my opinion, been made unnecessarily wide: I refer to the 40' roads on the Gamdevi Estate. These roads are 20' wide with 10' foot-paths. Roads 16' wide with 5' foot-path would have been ample, where houses of only two storeys are permitted. The service passages (15') are 5' wider than they need be and their construction with a "Telford" foundation fits them for the heaviest traffic. Much expense might have been avoided by making the foundation of house debris with a thin coating of tar macadam over.

In conclusion I would add that, in my opinion, 100' should be the irreducible minimum for the width of the eastern avenue from the Market to the tram terminus at Parel, and 150 for the remainder.

3rd July 1910.

R. J. KENT,
Trust Engineer,

BOMBAY IMPROVEMENT TRUST.

Excerpt from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 18th October 1910.

5. Resumed consideration of the notes by the Chairman and the Engineer regarding widths of roads in Trust Schemes. (Circular No. 359 of 1910).

The Chairman read and explained by means of a plan the following note prepared by him on 12th October 1910 :—

1. Since the Trust's programme for the development of Bombay was submitted to Government under Trustees' Resolution No. 258 of 18th October 1909, it has become evident that the substantial assistance that the City requires from the Government of India for the financing of this programme is not likely to be forthcoming in the near future.

2. On the other hand, it is found that the ultimate nett cost of each item of the programme is bound to increase rapidly the longer its execution is delayed ; and there is serious risk of the whole programme falling through and every item being ultimately declared impracticable, on account of its prohibitive cost, if we defer action until our finances are so strengthened that we can see a reasonable prospect of being able to carry out *the whole* programme.

3. It seems imperatively necessary, therefore, to revise our programme with a view—

- (1) to cutting out such items as must be sacrificed in order to make it feasible to carry out the remainder before their increasing cost becomes absolutely prohibitive ;
- (2) to reducing the cost of the remaining items to the minimum compatible with the bare attainment of the objects in view ; and
- (3) to concentrating present resources on carrying out these remaining items, so soon as the necessary financial assistance from outside sources is available.

4. In my opinion the first item that should be cut out is the proposed Western Avenue, 120' broad, from Dhobi Talao to Bandra. I think that, in view of the enormous cost of acquiring land and buildings for roads through the congested district north of Carnac Roads we must be content with only one instead of two broad north and south Avenues through that district, and must use that one avenue for access to both Bandra and Kurla, as far as possible ; and it is obvious from the map that if we give up the Western Avenue, Dadar Bridge marks the farthest point we can reach on our way to Bandra before we leave the Eastern Avenue.

5. Having regard to the extra traffic thus put upon the Eastern Avenue beyond what the original programme contemplated, it would at first sight seem necessary to increase rather than decrease the contemplated breadth of the Eastern Avenue ; but in order to reduce the cost and so expedite the achievement of our object, I would reluctantly reduce the breadth to 100', wherever the Trust have not already checked the rise in cost by including the land required in one of their Schemes, *i.e.*, from Lal Bag southwards.

6. I should consider a minimum of 120' indispensable south of Lal Bagh, were it not for the fact that, from this point we can secure a fairly good alternative route to the Fort, whereby to relieve the Eastern Avenue of the motor traffic, *viz.*, *via* Chinchpokly Bridge, Arthur Road, Gilder Street, Chunam Kiln Road and Queen's Road. It was with this object

that I pressed the Board to make Chunam Kiln Road and the road in continuation of it up to Sandhurst Road 80' wide instead of 60', and to move the Commissioner to lay down a set-back line to secure a width of 80' from Chunam Kiln Road northwards.

7. Gilder Street is already 80' wide as far north as Bellasis Road, and the appended statement gives a rough estimate of the cost of making the remainder of this route to Bandra 80' wide. The alternative routes are shown on the appended map.

8. I at first thought of diverging from Arthur Road along DeLisle Road, as shown by the dotted blue line in the map and connecting the north end of DeLisle Road with the point from which Lady Jamestji Road runs fairly straight to Bandra; but again considerations of cost induced me to adopt the alternative route, *via* Chinchpokli Bridge and Lal Bagh, since by this route we utilise the Eastern Avenue and other land in our schemes. The saving in cost that this effects will be seen from comparison of the alternatives under items 2 and 3 in the appended statement, which is confined to items of cost outside the sanctioned schemes. The DeLisle Road route will cost 13.4 lakhs, while the alternative route *via* Lal Bagh will cost only 4.4 lakhs. (The cost of the bridges over railways is not included.) By the former route the total cost of this project from Bellasis Road to Bandra will be 22.6 lakhs, by the latter it will be 13.6 lakhs.

9. The Commissioner has furnished me with a plan showing how the Tulsi pipe line may be utilised to provide a route to Bandra. The proposed route is shown in the appended plan. It may prove to be a less costly route than either of the other routes referred to in this note if it is made 80' wide only. The Municipal Engineer proposes to make it 120' wide; but for economy's sake, I should think we might be content with an 80' road. The Commissioner will be asked to let us have an estimate of the cost of this third route; but as I wish the Trustees to have the information contained in this note before them when they resume consideration of my printed note on width of roads next Tuesday, I circulate this without waiting for the Commissioner's estimate.

Cost of 2 alternatives to the Western Avenue scheme excluding bridges over Railways and Sections lying in Trust Schemes already sanctioned.

		Original Line.			Revised Line.		
		Acquisition.	Works.	Total.	Acquisition.	Works.	Total.
1	Bellasis Road to Chinchpokli Bridge	2.5	2.6	5.1	2.5	2.3	5.1
2a	DeLisle Road.	3.0	3.3	6.3	...	...	...
2b	Chinchpokli Bridge to Superibag Road.	...	...	...	1.2	0.9	2.1
3a	DeLisle Road to Lady Jamsedji Road.	3.4	3.7	7.1	...	...	...
	Schemes XXXI and V	...	...	...	...	...	...
3b	Dadar Bridge to Lady Jamsedji Road.	...	...	...	1.3	1.0	2.3
4	Lady Jamsedji Road	2.0	2.1	4.1	2.0	2.1	4.1
	Total ...	10.9	11.7	22.6	7.0	6.6	13.6

Further consideration of the matter was postponed in view to the Chairman obtaining certain information regarding the financial aspect of the changes proposed.

Excerpt from the Proceedings of Meeting of the Trustees for the Improvement of the City of Bombay, held on the 6th December 1910.

2. Resumed consideration, with reference to Item 6 of the proceedings of the Board, dated 11th October 1910, of the notes by the Chairman and the Engineer regarding widths of roads in Trust schemes. (Circular No. 246 of 1910.)

Considered papers underlying Circular No. 434 of 1910 on the following notes by the Chairman and the Trust Engineer, respectively :—

Debate re Width of Eastern Avenue.

The Board have to decide how to dispose of the land acquired in Parel, Dadar and Matunga.

2½ Miles.

2. We (Chairman and Engineer) propose 150' boulevard from Sion down to Elphinstone Road.

1½ Miles.

Thence 120' avenue with 4 rows of trees to Lal Bagh.

¾ Miles.

Thence a road at least 100' broad to Crawford Market.

3. The boulevard is an amenity intended to make the north of the Island attractive. We will have no shops on it, as we can arrange for shops elsewhere.

4. The second section—Elphinstone Road to Lal Bagh—is a busier section not suitable for villa residences ; here there will be shops along the road, and in deciding whether to make the breadth 100' or 120' we bear in mind that what we decide on will be the *permanent* breadth since shop will be built right up to the edge of the road, and at one place the road runs between 2 mills. It is therefore safest to err on the side of making the road too broad rather than too narrow. If there is to be no reservation for trams and no trees along the Tramway, 100' is admittedly ample for all probable increase of traffic in the near future ; by providing the additional 20' we make it possible to run much faster trams, to continue the double avenue and to allow for all possible expansion of traffic in the future.

5. These same considerations justify a 120' road right down to Crawford Market, and in view of the fact that this is the only possible route for the main N. and S. artery, we may well ask Government for a grant-in-aid sufficient to enable us to carry this work through. It is only on account of the heavy cost of acquisition that we put the minimum breadth at 100'.

6. North of Lal Bagh we have already acquired the land ; south of Lal Bagh we have yet to acquire land, and the cost of acquisition increases with the delay in starting. At Lal Bagh the main avenue will be relieved of some of its fast traffic, as motors will diverge to the Gilder Street route. The reduction to 100' will therefore not be greatly felt at first ; but at Byculla Bridge, the De Lisle Road route from Bandra joins the main avenue, and the busy and densely crowded quarter of the Native City is reached, and Government may be well advised to provide for a 120' road from Byculla Bridge to Crawford Market.

7. Mr. Wacha says there is no urgent necessity for any broader roads than now exist and thinks the expenditure we are incurring on increasing facilities for north and south traffic might be better devoted to sanitary improvements. There is much truth in what he says as to the probability of a diminution in the Abdul Rahman Street cart traffic when the cotton green is moved to Sewri ; but what we are mainly aiming at is to provide for *rapid* transit, more particularly for passengers, thus making a strong indirect attack on the prevailing insanitary conditions which are largely due to overcrowding. Eleven years have now passed since the Board first decided to lay out the North of the Island in order “to provide fresh space for building to relieve overcrowding in congested parts” and now that they are at last in a position to commence the work of filling in and laying out the land they have acquired at a cost of 20 lakhs for this purpose, their object seems likely to be defeated by the lack of means of cheap and rapid transit between the congested areas and the new suburbs. If we follow Mr. Wacha's

advice we shall leave the huge capital we have sunk in the North of the Island sterile ; we shall spend crores (to the great advantage of slum-owners) in acquiring and demolishing insanitary properties and we shall have nowhere to send the displaced population to, with the result that areas that are not overcrowded in the neighbourhood of those we acquire will become overcrowded and we shall have to spend more crores on them, with the same result recurring *ad infinitum*—truly a labour of Sisyphus.

8. The Hon'ble Mr. Ibrahim Rahimtoola thinks that it will suffice to make the Eastern avenue 100' broad throughout. He admits the necessity of providing for future expansion of traffic and therefore agrees that if Government can find the money it will be desirable to make the road 120' broad from Crawford Market to Byculla Bridge, but he thinks it would be wasteful to devote to the road more of the land we have acquired north of Lal Bagh than is required for a 100' breadth.

9. In place of the area proposed to be given up for the two 18' verges of grass and trees in the boulevard he would have an equal area devoted to parks away from the boulevard. I append a note in which Mr. Kent gives reasons why the boulevard should be preferred.

10. In the 2nd Section (Elphinstone Road to Lal Bagh) the Hon'ble Mr. Ibrahim thinks 100' the most the traffic will ever require, provided that the tramway is not reserved for trams but left open as now for other traffic also.

He thinks the reservation of a 20' strip for trams will be impracticable. Assuming that such reservation is impracticable and that the road south of Lal Bagh is only 100' broad, my reason for increasing the width from 100' to 120' at Lal Bagh is that there the traffic along Parel Road will be swelled by the fast traffic from Gilder Street and that in Suparibag Road there is heavy foot passenger traffic on account of the existence of Railway Workshops and mills there. These reasons will apply with extra force if a reservation for trams proves practicable.

11. Rapid transit is of such paramount importance along the Eastern Avenue that we ought to do all we can to make a tramway reservation feasible. In the printed papers I have circulated it is shown how grass can be grown on a reserved tramway and how this reduces the noise of trams and the cost of the tramway, to say nothing of the attractive appearance it gives to the street. I think reservation will be impracticable in the busiest quarters such as those between Byculla Bridge and the Fort, however wide the road, but it may be feasible in less busy quarters with a 120' road.

12. Along the 100' road, the carriage-way will be 70' and this will be replaced by two carriage-ways of 32' each for the same traffic *minus* trams when the 120' road with tram reservation is reached. At Lal Bagh the traffic up the 50' carriage-way of Anthur Road will converge with that up the 70' carriage-way of Parel Road, and it may be found, when traffic develops latter on, that the 32' carriage-ways are inadequate. There will then be a means of expansion by the abolition of the reservation or of the two 3' strips reserved for trees and grass alongside the tramways in our standard plan ; but if we now make the road only 100' broad there will be no room for expansion. I am therefore in favour of making the road 120' broad while we have the opportunity.

13. Apart from the direct advantage to traffic and the indirect benefit to sanitation resulting therefrom (*vide* para. 7 above), we ought to take into account the very considerable benefits indirectly secured for the City by the creation of anything that adds to its beauty and attractiveness. Take the Taj Hotel, for instance : its proprietors get a very modest return on the capital sunk in it, but there can be no doubt that since the erection of the Taj visitors stay longer in Bombay than they used to, and the City benefits by the money they spent in it. Visitors will stay still longer when they can leave the one decent road (Queen's Road) to which motor drivers are now confined, drive out along the 80' road to Lal Bagh and thence 5 miles up the boulevard returning to the Fort *via* the Eastern Avenue.

A few extra lakhs expended on additions to the City's amenities will yield a handsome return to the City, if in consequence of these additions a few extra thousands of annual visitors spend a few extra days in Bombay.

(Sd.) J. P. ORR.

Open Spaces (Parks, etc.) v. Boulevards.

I have heard it stated by those with whom boulevards are not popular that it would be preferable in the case of Schemes V & VI to be content with a central road of moderate width and increase the area devoted to parks and open spaces.

This view is based on the false premise that boulevards and parks fulfil the same purpose and it may be as well to compare the two and examine the points of similarity and difference.

I haven't a dictionary handy to look up the definition of "park," but it may be defined as a grassed area, planted with trees and shrubs and provided with a sufficiency of roads and paths and adorned in some cases with sheets of ornamental water and avenues. Besides forming a lung, it is a great amenity to those living within easy reach of it and it is an attractive asset to any city.

A boulevard, like a park, is a most important contribution to civic æsthetics, but it is of greater value in this respect than the latter inasmuch as it is the way along which the bulk of the life of the place must pass. It has a special value in a locality which has no natural beauties to recommend it, and being continuous for a long distance it affords a permanent source of pleasure and enjoyment to those who travel along it.

It provides shelter and refuge for pedestrians and, if seats be provided, a great convenience is afforded to people waiting for the trams, and others who wish to rest. It will be seen therefore that the boulevard combines certain features of the park with others that are essentially its own.

(Sd.) R. J. KENT.

20th November 1910.

Statement showing width of the most important existing roads.

		Width of the roadway.	Width of the foot-way.	Total Width,
Esplanade Road ...	Fitzgerald Fountain to Queen's Statue.	65'	50' West footway. 35' East "	150'
	Queen's Statue to Flora Fountain.	75'	25' each.	125'
	Flora Fountain to Queen's Statue.	80'	25' "	130'
Esplanade Cross Road (Carnac.)	Bridge	30'	10' "	50'
Do, ...	Bridge to Money School	68'	16' "	100'
Queen's Road ...	From Church Gate Station to Charni Road Station.	50'	10' "	70'
Hornby Road ...	Crawford Market to Municipal Offices.	80'	17' "	114'

		Width of the roadway.	Width of the foot-way.	Total Width.
Hornby Road	Municipal Offices to Flora Fountain.	65'	24' each.	113'
Grant Road	Bridge to Duncan Road	60'	20' "	100'
	Duncan Road to J. J. Hospital	30'	10' "	50'
Frere Road	From Wadi Bunder to Musjid Siding.	65'	12½' "	90'
	Musjid Siding to Carnac Road	60'	10' "	80'
Falkland Road	Whole length	40'	10' "	60'
Ripon Road	Do.	34'	8' "	50'
DeLisle Road	Do.	40'	10' "	63'
Duncan Road	Do.	35'	10' "	55'
Cruickshank Road	.....	50' being increased to 60'	15' "	80'
Kalbadevie Road	From Money School to Mumbadevie Road.	55'	.....	55'
Do.	From Mumbadevie to Pydhoni	60'	.....	60'
Parel Road	From Pydhoni to Sandhurst Road.	45'	10' each.	65'
Abdul Rehman Street.	Average	35'	.....	
IMPROVEMENT TRUST ROADS.				
Princess Street	Queen's Road to Kalbadevie	53'	27' aggregate for 2	80'
	Kalbadevie to Shaikh Memon Street.	40'	20' " "	60'
Sandhurst Road	Whole length	53'	27' " "	80'
Hughes Road	Do.	40'	20' " "	60'
Cuffe Parade	Do.	50'	20' path on one side only.	

Read Mr. Wacha's minute thereon, dated 2nd December 1910.

Read again the following draft resolution proposed by Mr. A. M. Tod :—

"The Board hereby decide on the construction of the Eastern Avenue as follows :—

Through Schemes 5, 6 and 31, southwards to Elphinstone Road ... 150' broad.

Thence southwards to Lal Bagh in Scheme 31 ... 120' "

Government should be informed that the Board have so decided on the assumption that sufficient funds will be placed at their disposal to enable them to continue the road southward to Crawford Market with a width of at least 100 feet throughout."

Mr. Wacha's amendment, viz. :—

"That having regard to the following facts, namely—

- (1) that the greater part of the hundred and more insanitary localities, pointed out in the Health Officer's letter of 18th July 1903, as demanding immediate improvement, still remains absolutely neglected;
- (2) that the costly schemes already on hand, when fully developed and completed, will result in a certain heavy loss;

- (3) that the construction of new ambitious and expensive roads are of no paramount or urgent necessity for many years to come ; and
- (4) that the present and future resources of the Trust are already admitted to be extremely limited, while the financial obligations incurred and to be incurred are already being felt as onerous by the present generation of ratepayers ; the Board are strongly of opinion that it is highly advisable and most prudent to leave out of their purview and consideration any project which has for its object the enlarging of existing roads or the building of new ones ;”

was put to the vote and *lost*, Mr. Wacha alone voting for it.

Hon'ble Mr. Ibrahim's amendment, *viz.* :—“ That the Eastern Avenue should be made 120' broad throughout ” was then put to the vote and *lost*.

A poll having been demanded, the result was as follows :—

<i>For.</i>	<i>Against.</i>
Sir Bhalchandra Krishna.	Major-General Swann.
Mr. Gamudia.	Mr. Sale.
Hon'ble Mr. Ibrahim Rahimtoola.	„ Sprott.
	„ Tod.
	Sir Sassoon David.
	Mr. Proes.
	„ Leslie.
	Hon'ble Sir V. D. Thackersey.
	Mr. Wacha.

Mr. Cadell did not vote.

Mr. A. M. Tod's motion was then put to the vote and *carried*.

A poll having been demanded, the result was as follows :—

<i>Against.</i>	<i>For.</i>
Sir Bhalchandra Krishna.	Major-General Swann.
Mr. Gamudia.	Mr. Sale.
Hon'ble Mr. Ibrahim Rahimtoola.	„ Sprott.
Mr. Wacha.	„ Tod.
	Sir Sassoon David.
	Mr. Proes.
	„ Leslie.
	Hon'ble Sir V. D. Thackersey.

Mr. Cadell did not vote.

RESOLUTION No. 265.—The Board hereby decide on the construction of the Eastern Avenue as follows:—

Through Schemes 5, 6 and 31, south-
wards to Elphinstone Road ... 150' broad.
Thence southwards to Lalbagh in
Scheme 31 ... 120' „

Government should be informed that the Board have so decided on the assumption that sufficient funds will be placed at their disposal to enable them to continue the road southwards to Crawford Market with a width of at least 100 feet throughout.

APPENDIX **M** (6).

(Referred to in para. 33 of the Report.)

Excerpt from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 9th September 1910.

5. Considered, with reference to Trustees' Resolutions, Nos. 238 and 239 of the 14th September 1909, the following report of the Plans Committee, No. 5, dated 30th July 1910:—

Appointment of a Trust Architect.

2. The following were the main points on which we at first felt some doubt:—

- (i) whether a really good man could be secured on the pay proposed ;
- (ii) whether a young architect from England would be able to influence architects and builders here ;
- (iii) whether the proposed arrangement would be regarded by lessees and their architects as a fresh reason for preferring sites outside the Trust Estates to Trust sites ;
- (iv) whether one man would be able to do all the work proposed for him ;
- (v) whether the cost of this scheme would be compensated by the improvements effected thereby.

3. At our request, Mr. Wittet wrote a note (copy appended) on the subject with particular reference to the above points.

Appendix **A**.

4. After fully discussing Mr. Wittet's note, we were inclined to accept his advice, but Sir Bhalkhandra raised the question whether the architect would always have a full day's work and whether there would remain a full day's work for the Engineer, Deputy and two Assistants, even after the appointment of an architect. He rightly pointed out that, if a full day work could not be found for the architect, it would be preferable to have, instead of an architect, an Assistant Engineer with a knowledge of architecture so that when not engaged on an architectural work he could do Assistant Engineer's work instead of remaining idle. He also pointed out that an Assistant Engineer could be got for Rs. 100 per mensem less than an architect.

Appendix **B**.

5. This question was referred to the Engineer, and after considering the Engineer's report, we are unanimously of opinion that from November next there will always be a full day's work, not only for an architect, but also for the existing staff of Engineer, Deputy Engineer and two Assistant Engineers, which, it may be mentioned, falls short of the full-sanctioned Engineering staff of the Trust by two Assistant Engineers, one on Rs. 450—50—600, the other on Rs. 300—50—150. Extracts from the Engineer's report showing how the Engineer proposes to utilize the services of the architect are appended.

6. We are now unanimous in recommending that the Board employ an architect on Rs. 500—50—1,000 for at least 3 years from next November. The cost of this three years' experiment will be only Rs. 19,800, and the Board can determine at the end of the three years whether the experiment should be continued.

7. For the success of the scheme a great deal will depend on the tact and personal influence of the architect selected, and therefore the greatest care is necessary in making the selection. There may at first be some friction with local architects, but if a tactful man is secured for the new post, we do not doubt that before long his services will be welcomed and appreciated by lessees and their architects, especially when the prevailing idea that special attention to architecture involves lavish expenditure gives place to the knowledge which will come by experience that high class architecture makes for economy.

8. Without trying the scheme, we are, of course, unable to predict with certainty that it will be a success, but we are emphatically of opinion that the chance of its being a success is worth far more than the Rs. 19,800 that the scheme will cost. Even if the architect's work in connection with leased plots proves a disappointment, it will be worthwhile getting him out for

three years to collaborate with the Engineer in laying out our large estates in the north of the Island. The authorities on development of suburban Estates are all agreed that the best chance of success in such development lies in entrusting the work, not to an Engineer, nor to a surveyor and valuer, nor to an architect alone, but to an Engineer, a surveyor and valuer and an architect, working together. The Trust have a first class Engineer in Mr. Kent, a first class Surveyor and Valuer in Mr. Delves, and we recommend that they should now set about getting a first class architect.

9. If the Board accept this recommendation, we agree with the Chairman (*vide* para. 2 of his report under Trustees' Resolution No. 149 of 1st June 1909) that there is no need of any further measures for securing uniformity in the architecture of the buildings to be erected on the prominent portions of the Board's new thoroughfares beyond those already in vogue, *viz.* :—

- (i) the reservation in agreements to lease of the Board's power to withdraw from the agreement if they do not approve the plans submitted ;
- (ii) the consideration by the Plans Committee of all approved plans and elevations in the neighbourhood of any building at the time when they are considering the plans and elevations of the latter ;
- (iii) the occasional calling for type designs for prominent blocks of buildings with a view to requiring lessees to adopt these designs.
- (iv) occasional consultation with the Consulting Architect to Government.

APPENDIX A (Referred to in para. 3 of Report).

No. 239 OF 1910.

CONSULTING ARCHITECT'S OFFICE,
BOMBAY, 29th March 1910.

FROM

G. WITTET, Esq.,
Consulting Architect to Government,

TO

THE CHAIRMAN,
Bombay Improvement Trust.

SIR,

With reference to the matters discussed at the meeting of the Plans Committee on the 22nd March 1910, at which I was present, I may say at the outset I am wholly in favour of bringing trained Architects to India whenever possible ; and the present question appears to resolve itself into how far the Improvement Trust will benefit by such a step, for of the advantage to Bombay City there can be no question.

The necessity for the appointment of a Trust Architect and the work on which he would be engaged has been fully explained by Mr. Kent, and I need not go over this ground as I entirely concur with his views.

With regard to the doubtful points raised in para. IV of your note, I am of opinion that a suitable man could be obtained at the salary proposed, especially as of late years there has been a depression in building at home, and highly capable men find work very difficult to obtain. Care must of course be exercised in the selection, as in this case it is not merely a clever draughtsman you require, but a man with breadth of idea, and for certain parts of his work considerable tact.

I should like to see in this post a student who had worked in the Ecole des Beaux Arts, for in that School men obtain broader ideas of design and a grasp of the grand manner so necessary in the laying out of City Improvement or the development of new property.

The style of draughtsmanship acquired in the French School is further peculiarly fitted to the preparation of interesting and attractive drawings of general schemes. I do not know

whether you are acquainted with recent American work, but the influence of the "Ecole" is very noticeable not only in the laying out of public places, but in the reserve and dignity of many of the buildings. I do not say that such a man will be readily obtained, but I would suggest that in place of applying to the Royal Institute and leaving the selection to that body, some architect at home who has been connected with the "Ecole" might be asked if he can suggest a suitable man.

II. I have always found the Indian Architect very open to reason, but owing to lack of training his difficulty lay in understanding, and mine has been that I have not had the time to help him.

I feel sure that with a free source of good advice the local architect will be only too pleased to avail himself of it. It will take a little time to come to a working arrangement, but the idea should be to bring sketches in pencil at the start and then discuss them at various stages, a proceeding which every architect finds of advantage.

III. This is a question on which I am hardly in a position to pass an opinion. Why should it deter lessees and their Architects? In reality it is all to their advantage, and it should not take long for them to realize that.

IV. I hardly think the question of whether the Architects could do all the work proposed for him need be considered at present; what he could do would only be decided by experience.

V. The Schemes and Improvements undertaken by the Trust are more than utilitarian; they must be considered from an æsthetic point of view; and it does not appear reasonable that when you have trained men to make streets and roads and supervise structures erected on your property from a practical standpoint you have no specialist to advise on how best to make them beautiful.

To the average person to-day the benefits derived from the employment of an Architect might not appear to justify the expenditure, but what is being done now has got to face to-morrow, and, I hope a more interested and critical public possessed of more cultivated taste, so that I feel every opportunity should be seized to make the best of such permanent things as buildings, to which end the addition of a trained architect to your staff is in my opinion desirable and wise.

I have, &c.,

(Signed) G. WITTET,

Consulting Architect to Government.

APPENDIX B (Referred to in para. 5 of Report).

(Extract from Engineer's report.)

"We have been guilty of leaving undone those things we ought to have done, and my scheme is directed to remedying this defect. The Architect would deal with the artistic side of Town Planning. Architects should be, and usually are, men in whom the artistic sense is very strong, and it is this valuable quality that I wish to introduce, and which is so essential to the beautification of this City."

"In the reviewing of designs, the Assistant Engineers and their staff would, as at present, report on such things as the sufficiency of scantlings, thickness of walls, &c., &c., and any matter which falls within the Trust and Municipal Building Regulations. The designs would then be taken in hand by the Architect, who would review the plans and elevations, and, if needs be, interview the Architect and suggest alterations and improvements. Architects would be asked to submit pencilled plans in the first instance, so as to avoid trouble and delay; but the chief work falling on the Architect would be the study of streets, their vistas and aspects and the evolution of harmonious architectural schemes best suited to the conditions prevailing."

"His collaboration in the laying out of estates would be most valuable, and his practised eye would create favourable positions for architectural treatment."

The Chairman having proposed the adoption of the report, seven members voted in favour of the proposition and three (Mr. Wacha, the Hon'ble Mr. Ibrahim Rahimtoola and Mr. Gamudia against it).

It was resolved accordingly—

RESOLUTION No 209.—The Committee's Report is adopted.

APPENDIX **M** (7).

(Referred to in para. 33 of the Report.)

Excerpt from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 14th February 1911.

3. The Chairman informed the Board that, in pursuance of Trustees' Resolution No. 209, dated 9th September 1910, he had appointed Mr. F. G. B. Hawkins, A.R.I.B.A., to the post of Trust Architect on Rs. 500-50-1,000, on receipt of the following recommendation from the President of the Royal Institute of British Architects, dated 6th January 1911 :—

The President of the Royal Institute of British Architects desires me to reply further to your letter of the 7th October 1910, No. 7972, and to say that he has pleasure in recommending Mr. F. G. B. Hawkins, A.R.I.B.A., of Church Walk, Hendon, London, N. W., for the appointment of Architect to the Bombay Improvement Trust. Mr. Hawkins is 27 years of age ; is an Associate of the Royal Institute, having passed the Final Examination qualifying for membership ; and has had 10 years' experience in London, provincial and colonial practice. He is thoroughly acclimatized to a tropical climate having spent several years in South Africa, during which time he had experience in dealing with Indian mechanics and labourers, and he has some knowledge of Hindustani. He is at present on the staff of Sir Aston Webb, C. B., R. A., and received the strongest support from him in his candidature. He is in every way well qualified for the appointment.

RESOLUTION No. 15.—The Chairman's action is approved.

APPENDIX **M** (8).

(Referred to in para. 33 of the Report.)

Excerpt from the Proceedings of a Special Meeting of the Trustees for the Improvement of the City of Bombay, held on the 26th April 1910.

12. Considered papers underlying Circulars Nos. 99 and 110 on the following letters from the Secretary, Bombay Port Trust :—

(a) No. 1853 of 6th April 1910 :—

I am directed to forward herewith a printed note by the Chairman, Bombay Port Trust, on overbridges and road communications in connection with the trade zone, Mazagon to Sewri, and to invite your attention to the recommendations made in paragraph 26, I to 'VIII, which after consideration in Committee have been unanimously agreed to by the Board.

I am to draw your attention especially to V of the recommendations inviting your co-operation in respect of the line or road from the Mill District of the Sewri Bridge *via* Elphinstone Road, Governor's Road, and Golunji Hill Road, and in respect of VII, I am to say that the Board attach considerable importance to the proposed New Cross Road in extension of the Currey Road, as it is designed to place a large group of mills more directly in connection with the New Cotton Green.

I am also to invite your attention to paragraph 27 and to enquire what respect there is of the Cross Road from the New Nagpada Road to the Mazagón Road being made, as the Trustees attach importance in the interests of the trade of the Port to opening up direct lines of communications between the Docks and Bunders and the City.

Note by the Chairman, Bombay Port Trust (Sir Walter Hughes), on Overbridges and Road Communications in connection with the Trade Zone, Mazagon to Sewri.

6. The question now to be considered refers to the means of access to be provided to the portion of the Trade zone north of Mazagon, comprising the areas appropriated or to be appropriated to the new Grain and Seeds Depôts, the Cotton, Timber and Bulk Oil Depôts.

7. For a length of nearly 3 miles this area is separated from the Reay Road and its continuation northwards by the Harbour Branch Railway and the access to be provided by means of roads involves crossing the line.

9. There remains the question of access from the north. This it is proposed to provide for by a bridge situated at the north end of the New Reclamation (see latter part of para. 9 of the extract given in para. 2 above), about $1\frac{3}{4}$ miles north of the Victoria Road.

11. From the foot of the west approach to this bridge a new 60-feet road is proposed, extending to the gate of Sewri Cemetery and communicating by the road past the Cemetery with the new Sewri Road, on which six large cotton mills are situated, and which, of course, connects with the whole of the roads traversing the City.

The Moon Mills,
The China Mills,
The Indo-China
Mills.

14. The Chief Engineer has now further considered the question and the revised proposals recommended are shown on plan No. $\frac{7531-B}{D 1}$.

16. It occurs to me that it would be better if the alignment of the new road was again slightly altered, and if it was designed to extend as nearly as possible in a direct line from the foot of the bridge approach to the north end of the New Sewri Road, so as to avoid passing the actual entrance to the Cemetery where persons attending funerals collect. It would not be very seemly on such occasions to have strings of carts passing both ways, and the Cemetery Road ought to be kept private. It does not seem that this would add largely to the expense.

19. Since the foregoing portion of this note was written I have made an inspection of the locality in company with Mr. Orr, the Chairman of the Improvement Trust, Mr. Sprott and Mr. Messent. All are agreed as to the desirability of avoiding the entrance to the Cemetery (see para. 16). There are two possible alternatives, one is to carry the road as suggested in para. 16 as direct as may be to the north end of the Sewri Road at the point where that road, the Cemetery Road and Golungi Hill Road meet. The other is to aim for a point further south between the Moon and the China Mills and there join the new Sewri Road.

20. After discussion, I think, and I may say that Mr. Orr concurs, that the former alternative is to be preferred, and that the Scheme should further provide for extending this line of communication *via* the Golungi Hill Road (eastern portion to be lowered and widened) across the Parel Tank and old Government House Estate to join Governor's Road, which is to be widened by the Improvement Trust as part of their Parel Scheme. This would connect with the Elphinstone Road and afford a direct through line of road from one of the thickest of the Mill centres to the new Cotton Green and to the Export Yard, that is, the Grain and Seeds depôts, whence twist and yarn from the Mills could be loaded into wagons for transport to the Docks for shipment.

I attach a skeleton map illustrating this proposal.

21. The suggestion is that—

- (1) the Port Trust should make the short length of Road from the junction with the new Sewri Road to the foot of the Bridge;
- (2) the Municipality should be asked to lower and widen the Golungi Hill Road; and
- (3) the Improvement Trust should make the section which traverses their estate connecting this line with Governor's Road which they are going to widen.

This seems to me a very fair division, and embodies a principle of co-operation that, if more widely followed, would greatly benefit the city.

22. I have further consulted the Acting Managing Director of the Tramway Company, who is strongly impressed with the importance of the proposal. It would form, in his opinion, a new route for Tramway extension which would connect with the present Tramway terminus at the end of Soparibagh Road and thence extend to the heart of the Mill district and that, if linked up with the north end of the proposed Overhead Electric Railway and adapted for an express through service of cars, as proposed in the case of the Tramway at the south end of the line, it would very materially improve the traffic returns on that line. Of this I think there can be no doubt. He also mentioned that it might be arranged to use the line at night for the transport of bale goods to and from the Mills at probably half the cartage rates. This is all very much in favour of the suggested line, and will assist the Trustees in forming a judgment on the merits of the proposal.

23. I may mention that the Railway Company's Harbour Branch estimates provide for a bridge at the site in question, and they should contribute to the cost in the proportion of the length of bridge required for spanning the two westernmost lines which are to continue in their possession for passenger traffic to Mazagon.

24. Reference to the skeleton map attached indicates that it is further very desirable to have another cross east and west road about half way between the Kala Chowki and Governor's Road. A suitable line would appear to be an extension of Currey Road eastwards to join the New Sewri Road, say between the Jubilee and Swan Mills. This would serve as a direct route for a large group of Mills between Parel Tank Road and the Railway and further to the west. A road somewhat on the line shown in dotted blue would answer the purpose. A heavy cutting would be necessary through the range of hills, west of the New Sewri Road, but the material would cover much of the cost.

26. My recommendations are—

V.—That the Scheme for the proposed cross road leading from the south approach of the New Sewri Bridge to the Mill district *via* Golungi Hill Road, Parel, Governor's Road, and Elphinstone Road, be approved, and that in connection therewith—

- | | |
|---|-----------------|
| (a) Plans and estimates be called for for the Port Trust Section. | } See para. 21. |
| (b) The Municipal Commissioner be invited to co-operate by lowering and widening the eastern portion of Golungi Hill Road. | |
| (c) The Chairman, Bombay Improvement Trust, be invited to co-operate in respect of the section from Golungi Hill Road to Governor's Road. | |

27. I think also, with reference to para. 3, that we might ask the Improvement Trust what prospect there is of the cross road from the New Nagpada Road to the Mazagon Road being made, as the Trustees attach importance in the interests of the Trade of the Port to opening up direct lines of communications between the Docks and Bunders and the City. We shall not get a satisfactory answer, but it is important to keep the matter from being laid aside and forgotten.

28. The Mill interests are so largely concerned in some of these proposals that it may be thought advisable to refer the matter to the Millowners' Association for opinion, but this need hardly delay a decision on the question of acquiring the two cemeteries (*see* Recommendation No. IV), which is a matter of urgency. Some of the other recommendations might also be dealt with.

(b) No. 2017 of 13th April 1910 :—

In continuation of my letter No. 1853, dated the 6th instant, I am directed to forward herewith a copy of the Trustees' Resolution, No. 145, dated 5th April 1910.

Excerpts from the Proceedings of a Meeting of the Trustees of the Port of Bombay, held on the 5th April 1910.

* * * * *

Read the following proceedings at a Meeting of the Land and Railways Committee held on the 4th April 1910 :—

The plans were placed on the table.

The papers having been circulated and printed, copies of the Chairman's Note with skeleton plan having been supplied to each member of the Committee they were taken as read.

The Committee proceeded to consider the several recommendations made in paragraph 26 and after discussion, item by item, they were unanimously agreed to, it being resolved that it was not necessary to ask for an increase in the width of the Western Section of the Victoria Road (Section No. 1); that the Sewri Bridge should be made 100 feet in width in place of 60 feet (No. VI), and that the Municipal Commissioner and Chairman, Bombay Improvement Trust, should be addressed on the subject of the proposed new cross road in extension of the Currey Road to which the Committee attach considerable importance as it is designed to place a large group of Mills more directly in connection with the New Cotton Green.

It was further agreed that the Improvement Trust should be communicated with in respect of the cross road from the New Nagpada Road to the Mazagon Road, and that copies of the Chairman's note and of the Trustees' orders thereon should be communicated to the Chamber of Commerce and the Millowners' Association for their information.

RESOLUTION NO. 145.—The recommendations of the Land and Railways Committee are approved.

RESOLUTION No. 93.—To be referred to the Improvements Committee.

APPENDIX M (9).

(*Referred to in para. 33 of the Report.*)

Excerpt from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 10th January 1911.

4. Resumed consideration, with reference to item 8 of the Proceedings of the Meeting, dated 20th December 1910, of papers underlying Circulars Nos. 447 of 1910 and 21 of 1911 on letter from Government in the General Department, regarding grievances as to hardship arising from the notification of land years before it is taken up in connection with improvement and street schemes.

RESOLUTION No. 2.—The Board think that the hardship referred to is a real one and may be abated by some such provision as the following in the Bombay Improvement Trust Act :—

- (1) On the lapse of a year from the date of notification any owner may require the Trust either to acquire his property at its then market value or to renounce the proposal to acquire. If the Trust decide to renounce the proposal, the proposal cannot again be notified till after the lapse of another two years.
- (2) At any time after notification the Collector shall, on the application of any owner who satisfies him that he had already commenced building operations before date of notification, require the Board to proceed with acquisition forthwith.

APPENDIX **M** (10).

(Referred to in para. 33 of the Report.)

Excerpt from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 7th March 1911.

9. Considered papers underlying Circular No. 85 of 1911, on memorandum by the Chairman, forwarding for approval the following draft letter to Government in the Judicial Department :—

To

THE SECRETARY TO GOVERNMENT,
JUDICIAL DEPARTMENT.

SIR,

Rents in Police Accommodation Schemes, Nagpada, Shepherd Road, Wodehouse Road and Duncan Road.

I am directed to submit the appended notes A, B and C, together with the Profit and Loss Statement, for the above 4 Police Accommodation Schemes, and to request that you will be good enough to move Government to direct that the annual rents set out in column 7 of note A should be paid for these Schemes with effect from the current year.

2. No rent has hitherto been paid for the Duncan Road Scheme, while the rents hitherto paid for the other 3 were originally fixed too low to secure the recoupment to the Trust of the cost of the several Schemes within the period of their leases, as required by the principle underlying Section 40 (1) of the Bombay City Improvement Act.—I have, &c.

A.—Rent in Police Accommodation Schemes.

1. The principle, on which the financing of Police Accommodation Schemes is based, is that the Trust are neither to gain nor lose financially by such Schemes. At the same time, all capital expenditure is to fall on the Trust. Government are to make no big lumpsum payments, but only annual payments spread over the 60 years for which the site vests in the Trust in the shape of rent.

2. This rent, then, must be so calculated that by the end of the 60 years the Trust will have recovered whatever the Scheme has cost them with interest at 4 per cent. per annum.

3. A study of the Trust's method of preparing the Profit and Loss Statement they now keep for every one of their Schemes will show that the annual rent in any Police Accommodation Scheme can at once be ascertained from the sum entered in column 17 of the Profit and Loss Statement in the year in which the accounts of the Scheme are closed.

4. For this sum represents the nett cost of the Scheme up-to-date. If Government paid that sum down to the Trust, the Trust could add it to their Sinking Fund and Reserve Fund, and invest the whole at 4 per cent interest, and this annual interest would be exactly what the Trust have to pay annually for the money they borrowed for the Scheme, while the capital sum would be available whenever required for payment to those from whom it was borrowed.

5. The annual rent must therefore be a sum made up of 2 items, *viz.* :—

(i.) 4 per cent. on the sum in col. 17.

(ii.) The fraction of the sum in col. 17 shown in the * 3 per cent. amortization table against the number of years during which rent is to be paid.

* Because Government require us to base Sinking Fund contributions on 3 per cent., not 4 per cent. table.

6. These rents are worked out in the following table :—

Scheme.		Entry in	Year in	No. of	Amortiza-	Annual rent	Annual	REMARKS.
No.	Names.	1909-10, P. & L. Statement, col. 17.	which last payment of rent is due.	years to run from 10-11 in- clusive.	tion decimal for I. & S. F. charges.	from 10-11 col. 3 × col. 6.	rent paid hitherto.	
1	2	3	4	5	6	7	8	9
14	Nagpada...	Rs. 1,71,841	1964—65	55	·0473	Rs. 8,128	Rs. 7,714	*Rent sanctioned by Government Resolution No. 912 of 12th February 1909, Judicial De- partment, in accordance with claim submitted with Secretary's No. 5541 of 27th August 1908.
18	Sheppard Road...	37,803	1965—66	56	·0471	1,781	1,787	
16	Wodehouse Road.	3,34,335	1965—66	56	·0471	15,747	15,398	
17	Duncan Road ...	62,708	1968—69	59	·0464	2,910	.....	

7. As capital is being spent on Schemes 23, 24, and 29 in 1910-11, the rents must be calculated after the closure of those accounts of that year, as it is only then that the share of cost of management and establishment can be determined. Rents for these Schemes will, therefore, run from 1911-12.

(Sd.) J. P. ORR.

RESOLUTION No. 54.—The draft letter is approved.

APPENDIX M 11.

(*Referred to in para. 33 of the Report.*)

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 30th March 1911.

4. Considered the following Report of the Finance and Establishment Committee, No. I, dated 27th March 1911 :—

Revision of Schedule of Establishment of the Land Manager's Department.

1. We have considered the following Note by the Chairman, dated 3rd March 1911 :—

Note by the Chairman on Revision of Land Manager's Staff.

1. On 1st April 1910 the staff, till then employed under Engineer's supervision in paying to Municipality and recovering from tenants Municipal rates and taxes and in collection of rents of chawls, acquired buildings and temporarily leased plots, was transferred to Land Manager, and throughout the year all this work has been done under Land Manager's supervision experimentally. The object was to relieve the Engineering staff of this rent collection work so that they could give undivided attention to the technical work for which they are specially qualified. Previously the Engineer and his superior staff were overworked and the Land Manager and his, were hardly fully worked. The new arrangement has given the Engineer's Department sufficient relief, without over-working the Land Manager's and having been found to work well is now to be made permanent.

2. Trust's Estate covered 1,254 acres on 1st April 1910, now (1st March 1911) about 1,391 acres, the additional area being mostly in the north of the Island.

3. The Trust's completed chawls accommodated 9,040 adults on 1st April 1910, since then four more sets of chawls, accommodating 3,124 adults, have been completed; one set at Suparibag, accommodating 960 adults, will be completed in the current month; and two more, accommodating 1,500 adults in 1911-12.

4. Since 1st April 1910, 39 previously acquired buildings, rented at Rs. 2,743 per mensem, have been demolished, while 139 more buildings, rented at Rs. 13,187 per mensem, have been acquired. The total number of acquired buildings in Land Manager's charge is now 374 and their monthly rent Rs. 38,522.

5. The growth of the revenue from collection is indicated by the following figures :—

	Actuals for 1908-09.	Actuals for 1909-10.	Revised Budget, 1910-11.	Original Budget, 1911-12.
	Rs.	Rs.	Rs.	Rs.
Rent of acquired buildings...	2,62,504	2,83,423	4,13,500	4,00,000
Chawl rents...	1,05,465	1,14,188	1,41,400	1,93,000
Rents of temporarily leased sites	1,52,877	2,06,968	2,34,350	2,55,500
Total	5,20,846	6,04,579	7,89,250	8,48,500

6. The increase in the revenue for collection and in the area of the Estates over which collection work extends, necessarily entails revision of the collecting and supervising staff. In preparing the Budget, I have taken the opportunity to thoroughly revise the Land Manager's staff and now submit the following proposals for the Board's approval.

* * * *

25. In all the 4 sections together, a saving of Rs. 5,343 per annum is effected, the monthly cost of the proposed staff being Rs. 8,522½ + 525 conveyance allowance, whereas that of the present sanctioned staff is Rs. 8,997½ + 495 conveyance allowance.

26. I ask the Board to sanction this new schedule in supersession of the existing one with effect from 1st April 1911 under Section 90 of the City of Bombay Improvement Act.

2. The cost of Establishment according to the new Schedule, will be Rs. 1,08,567 per annum, whereas according to the existing Schedule it is Rs. 1,15,826.

3. There are, however, many posts in this existing Schedule which have long been vacant, and the Chairman's proposals really involve a net increase of Rs. 1,107 per annum in the cost of Establishment over the cost of the Establishment *now actually employed*.

4. The real increases and decreases are as follows :—

Designation.	Increase in		Decrease in Mean Pay.
	Mean Pay.	Conveyance Allowance.	
	Rs.	Rs.	Rs.
Overseer ...	.....	15	.....
Head Clerk ...	50	.....	.....
New Record Clerk ...	75	.....	.....
Copying Clerk ...	.....	.....	41½
Typist ...	7½	.....	.....
Inspectors (3) ...	.....	45	.....
Deputy Accountant ...	10	.....	.....
Tracers (2) ...	.....	.....	74
Clerk ...	5	.....	.....
	147½	60	115½
	207½		

$$207\frac{1}{2} - 115\frac{1}{2} = 92\frac{1}{2} \times 12 = 1,107.$$

5. The net increase of Rs. 1,107 per annum is very moderate, considering that the Annual Revenue for Collection has increased from Rs. 5,20,846 in 1908-09 to Rs. 8,38,500 in 1911-12.

6. We beg to recommend that under Section 90 of the City of Bombay Improvement Act the Revised Schedule be approved and adopted in supersession of the existing Schedule, with effect from the 1st April 1911.

RESOLUTION No. 68.—The report is adopted.

APPENDIX M 12.

(Referred to in para. 33 of the Report.)

Excerpt from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 14th February 1911.

7. Considered the following Report of the Committee appointed by Trustees' Resolution No. 57, dated 15th March 1910, for revising the forms of Trust leases, etc., No. I, dated 7th February 1911.

Brokerage on applications for building leases.

The Board in Trustees' Resolution No. 228, dated 24th October 1905, decided that brokerage in the case of all leasehold properties should be paid at a uniform rate of $\frac{1}{2}$ per cent. in future and not on the sliding scale sanctioned in Trustees' Resolution No. 69, dated 2nd July 1900.

Architects and Brokers complain, however, that this brokerage is inadequate in the case of low-priced land. In Agripada, for instance, several plots are valued at about Rs. 8,000, and a broker, who would have got Rs. 130 for securing a lessee for the Board under the old scale, now gets only Rs. 40. Such low remuneration (about $1\frac{1}{3}$ months' rent) is not sufficiently attractive to make brokers keen on getting us lessees or low-priced plots; they prefer to work for private owners; and this may account to some extent for the slow progress in the leasing of the Agripada plots.

We are, therefore, of opinion that it will be in the interests of the Board to revert forthwith to the sliding scale of remuneration originally sanctioned in Trustees' Resolution No. 69, dated 2nd July 1900 and we beg to recommend accordingly.

The Chairman mentioned that the sliding scale was as follows :—

On the amount of the consideration upto Rs. 5,000 at 2 per cent.

On any excess between Rs. 5,000 and Rs. 20,000 at 1 per cent.

On any excess over Rs. 20,000 at $\frac{1}{2}$ per cent.

RESOLUTION No. 19.—The Committee's report is adopted.

APPENDIX M 13.

(Referred to in para. 13 of the report.)

31ST MAY 1910.

6. Considered the following letter from the Secretary, Bombay Port Trust, No. 2940, dated 24th May 1910, circulated with Circular No. 121 of 1910 :—

With reference to the correspondence originating in this Office letter No. 1189, dated 21st February 1907, and also with reference to your letter No. 3445, dated 22nd May 1908, relating to the provisions of a wide direct thoroughfare running from the west end of Ballard Road to Hornby Road, I am directed to say that the Trustees desire to urge the great importance of

this scheme. As the Docks are now approaching completion, I am to point out that the whole scheme of Dock developement will fall sadly short if there is no broad thoroughfare giving access to the Dock centres of business and the Mail passenger berths from the City itself. The Trustees have gone to great expense in providing the City with New Docks and furnishing accommodation for the Mail and other passenger steamers to come alongside the Mole and Dock walls, and unless proper approaches are provided from the City *via* Ballard Road, the full beneficial effects of this part of their arrangements will be in a great measure ineffective.

I am to ask, therefore, that the matter may kindly receive the reconsideration of your Board with a view to providing the necessary facilities for approach, without which the convenience of the travelling public and those doing business at the Docks will seriously suffer.

The following Resolution was passed, Mr. D. E. Watcha dissenting :—

RESOLUTION NO. 126.—The Trust recognise that the proposed road is a very desirable improvement, but regret that they can at present do nothing towards constructing it, as the funds at their disposal barely suffice for the completion of schemes to which they are already committed.

Excerpt from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 12th July 1910.

4. Read the following letter from Government, No. 3077, dated the 1st July 1910, to the Chairman, Bombay Port Trust, forwarded for information and guidance to this Trust under Memo. No. 3078 of even date :—

With reference to your letter No. 2941, dated 24th May 1910, I am directed to state that Government recognize that the proposed road running from the West end of Ballard Road to Hornby Road is a necessary part of the scheme of improved communication sketched out in Government Resolution No. 3022, dated 14th June 1909. The construction of main lines of communication running North and South is, however, of primary importance, and until this essential improvement has been effected or is within measurable distance of completion, Government are not prepared to urge the immediate construction of the short broad road which they recognize to be of great value for giving access to the new docks and berths. In the meantime no public body in Bombay should take any action likely to embarrass or obstruct the construction of this thoroughfare.

RESOLUTION NO. 156.—Recorded.

APPENDIX **M** 14.

(Referred to in para. 24 of the Report.)

Excerpt from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 20th December 1910.

6. Considered papers underlying Circular No. 449 of 1910 on the following Government Resolution (General Department) No. 5582, dated 9th November 1910, regarding interest payable to Government under Section 68 (1) of the City of Bombay Improvement Act on the value of lands vested in the Trust under Schedule C of the Act :—

Letter from the Chairman, City of Bombay Improvement Trust, No. 2035, dated 24th March 1909 :—

“ I am directed by the Board of Trustees to represent that in accordance with Section 68 (1) of Act IV of 1898 a sum of Rs. 1,37,660 has been provided under the General Account of the Budget Estimates of Income and Expenditure of the Board for 1909-10, forwarded with my letter No. 1668, dated the 8th instant, for the payment of interest to Government at 3 per cent. per annum on the value of the lands vested in the Board under Schedule C of the said Act and to point out that the result of this provision is to cause a deficit in the Budget Estimate for the year under the General Account.

"2. I am further to represent that payment of this sum would result in an actual loss to the Board on account of the vesting in them of these Schedule C lands, as exhibited in the statement * which I am to attach hereto, which indicates a position very different from the liberal financial treatment promised by Lord Sandhurst on the occasion of the passing of the Act.

"3. I am to request that Government will be pleased to take these facts into consideration, and will move the Government of India to suspend the payment of the interest referred to until such time at least as the representation of the Board, forwarded under my No. 1400, dated 27th February 1906, for a larger Government contribution towards the resources of the Trust has been finally disposed of."

Letter to the Chairman, City of Bombay Improvement Trust, No. 3486, dated 7th July 1909 :—

"I am directed to invite attention to the letter noted on the margin received from the Trust on the subject of resumptions of Schedule C lands by Government and the remission of the interest due to Government under Section 68 (1) of the City Improvement Trust Act, and to state the Government will be prepared to pass orders on these communications when they have received from the Trust a statement of the action contemplated by that body in order to give effect to the schemes described in Government Resolution No. 3022 of June 14th, 1909."

No. 1400, dated 27th February 1906.
No. 2035, dated 24th March 1909.

Letter from the Secretary, City of Bombay Improvement Trust, No. 2751, dated 31st March 1910 :—

"With reference to this office letter No. 2035 of the 24th March 1909 and Government reply thereto, No. 3486 of 7th July 1909, I am directed to enclose a cheque for Rs. 65,350, being the interest payable to Government for the year 1908-09 on 1st April 1909 under Bombay City Improvement Act, Section 68, in respect of leased lands only, and to request the favour of a receipt for the same.

"The Trust hope that Government will in exercise of the option given to them by the proviso to Section 68 defer the date from which interest on unleased lands is to run till the lands are leased.

Memorandum † from the Accountant-General, No. 379, dated 22nd September 1910.

RESOLUTION.—The cheque for Rs. 65,350 received with the letter from the City Improvement Trust, No. 2751, dated 31st March last, should be returned to the Chairman, with an intimation that the net amount payable to Government for the year 1908-09 under Section 68 of the City of Bombay Improvement Act is Rs. 55,459-9-2, and he should be requested to pay this amount to the Accountant-General.

2. The Government of India should be requested to suspend the payment of interest on the value of such areas as were not leased on 31st March 1909.

3. Under Section 68 (3) of the Act, the Governor-in-Council is pleased to direct that the Board shall pay interest to the Secretary of State for India in Council for the areas specified below, which have been appropriated for building purposes, with effect from the dates mentioned against them:—

1. Kennedy Sea Face (4,444 square yards) ... 19th May 1909.
2. Cooperage Plot (307 square yards) ... 5th October 1909.
3. Marine Lines Estate (34,412 square yards) ... 18th July 1911.

RESOLUTION No. 278—Recorded.

* Not printed.

† Appended to this Resolution.

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 10th January 1911.

3. Considered papers underlying Circular No. 20 of 1911 on the following note by the Chairman, dated 9th January 1911 :—

Payment of interest under Section 68 to the Municipality.

1. In the draft revised Municipal Budget for 1910-11 the receipts from C. I. Trust under Section 68 (interest on Schedule D lands) are put at Rs. 41,000, whereas they were put in the original Budget at Rs. 15,000 which is also the amount provided in our Budget.

2. I believe the lower figure was originally adopted with the idea of remitting interest on unleased areas. We applied for such remission last year; but the Municipality held that the application had been sent in too late and that the Budget, which provided for payment on both leased and unleased lands, could not then be conveniently altered. The case is quite different this year.

3. The reasons I urged last year for postponement of the date from which interest is to accrue (*vide* extract from Municipal Proceedings appended) still hold good. Further, the Municipality will now receive from us under Section 79 a sum of Rs. 52,615-1-3 for which they have made no provision in the draft revised budget and which they would never have got had we not in anticipation of Government sanction (since accorded) withheld payment due to Government on 1st April 1909 of the 3 per cent. due to them on unleased lands.

4. Further, my financial forecast shows that we expect Schedule D lands to involve us in an ultimate loss just equal to what we pay to the Municipality under Section 68.

5. I propose to move at the Municipal Budget debate the restoration of the original figure of Rs. 15,000 and the entry of a new item of Rs. 52,615 under Section 79; it will perhaps be as well that my proposal should be supported by a representation from the Trust as regards remission of interest on unleased lands, and I therefore propose that such a representation be made.

RESOLUTION No. 1.—The Chairman is authorized to send a representation to the Corporation asking them to remit the interest due to them under Section 68 of the Improvement Trust Act in respect of the unleased lands.

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 14th February 1911.

8. Considered, with reference to Trustees' Resolution No. 1, dated 10th January 1911, papers underlying Circular No. 55 of 1911, on the following letter from the Municipal Secretary, No. 6470, dated 23rd January 1911 :—

In reply to your letter No. 237, dated the 13th instant, regarding the question of remission to the Bombay Improvement Trust of the interest payable to the Corporation on the value of lands vested in the Trust under Schedule D of Act IV of 1898, I have the honour, by desire of the Municipal Corporation of Bombay, to forward herewith copy of the Municipal Solicitor's letter, dated the 18th instant, on the subject, and to state that the Corporation regret it is not legally competent to them to comply with the Trustees' request in the matter.

Letter, dated the 18th January 1911, from the Municipal Solicitors to the Commissioner :—

“We have the honour to state that the discretion given to the Corporation under proviso (2), Section 68, of the City of Bombay Improvement Act, 1898, being limited, we are unable to advise that such discretion can be exercised otherwise than in strict accordance with the terms in which it is expressed.

Sub-Section (1) of Section 68 directs that the interest in question ‘shall begin to accrue on (but not before) the 1st day of April 1908,’ and that the Board shall pay such interest to

the Corporation on the 1st day of April 1909 and on every succeeding 1st day of April—but this specific provision is qualified by the proviso which immediately follows, namely, that the Corporation may, if it thinks fit, ‘defer the date for the commencement of the accrual of interest payable by the Board under this Section, etc.’

Apart from or otherwise than in accordance with the due exercise of the discretion and power thus given we are unable to see what power the Corporation can have to modify the specific direction in Sub-Section (1).

The Corporation has, as we understand, already considered and dealt with the question of ‘the date for the commencement of the accrual of the interest payable by the Board’ and has decided that it shall commence to accrue from 1st April 1909, and in accordance with this decision the Board has paid, and the Corporation has received the interest for the year 1909-1910.

This being so we do not see what power the Corporation can now have to cancel or revoke that decision or fix any fresh date for the commencement of the accrual of the interest.”

RESOLUTION No. 20.—Recorded.

APPENDIX **M** 15.

(Referred to in para. 13 of the Report.)

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 19th July 1910.

12. Resumed consideration of letter No. 2749, dated 10th June 1910, from Government in the General Department, in reply to the Trust’s representation regarding their reclamation rights in Back Bay.

Considered also draft reply proposed by the Chairman. (Circular No. 234 of 1910.)

RESOLUTION No. 168.—The Chairman’s draft reply is approved, and Government should accordingly be addressed as follows:—

TO THE SECRETARY TO GOVERNMENT,

GENERAL DEPARTMENT.

SIR,—I am directed to reply to your No. 2749 of 10th ultimo as follows:—

2. The Trust note with regret that Government hold themselves at liberty to resume the Trust’s reclamation rights without making any compensation. As Government do not at present propose to legislate for the withdrawal of those rights, it is not necessary to enter upon a defence of the Trust’s views; but lest silence should be interpreted as acquiescence, I am to inform you that the Trust have taken legal advice in this matter and still adhere to the view that as Trustees they cannot legally consent to being divested of any of their rights without adequate compensation.

3. To set out briefly the considerations on which this view is based, I am in the first place to point out, with reference to para. 6 of your letter, that, under Section 61 (2) of the City of Bombay Improvement Act, the Trust’s reclamation rights lapse on 9th November 1918 *only where reclamation has not been commenced by that date*. The Trust recognize that, as pointed out in your para. 6, negotiations with contractors for the big reclamation scheme in contemplation must take a very long time; but they see no reason to fear that they will drag out till 9th November 1918.

4. Next, with reference to your para. 5, I am to draw your attention to para. 3, of my No. 2091 of 10th March 1910, which Government appear to have overlooked, since I have clearly shown therein how by entrusting reclamation work to a contractor, the Trust hope to realize the value of their reclamation rights without any capital expenditure. This hope has since been justified by the receipt of the communication from Sir Walter Hughes which is referred to in Trust Resolution No. 103 of 3rd May 1910, of which a copy is appended for the information of Government. I am to say that the Trust have good reason to believe that there are other contractors willing to take up this reclamation work on terms which will give the Trust an ultimate, if not immediate, source of revenue. This being so, the Trust are unable to accept the view held by Government that their reclamation rights in Back Bay have no present value; on the contrary they feel fully justified in describing them as a valuable asset.

5. The Act makes the Board Trustees for the execution of certain works; it places at their disposal certain actual resources, and, by investing them with certain rights, places them within reach of certain potential resources. Of these rights, that of reclamation, which, as pointed out in para. 2 of my last letter, Government originally regarded as a valuable contribution from themselves to the Trust, is the most important, since of all the Trust's schemes their reclamation schemes alone promise a profit. The Colaba reclamation is already yielding a profit of over Rs. 70,000 per annum, whereas the other Trust Schemes all involve heavy loss financially. The debentures raised under the Act for the execution of these losing schemes are raised on the security of the Trust's resources, both actual and potential; and the Board therefore feel that they would be failing in their duty as Trustees, and also breaking faith with their debenture holders, if they consented to such reduction of their potential resources as the resumption of their reclamation rights in Back Bay may entail without adequate compensation. They are advised that this view is legally correct, and they trust that Government will now come to see that it is a fair and reasonable one.

6. The Trust's present financial position is such that they cannot undertake any new losing scheme without putting on the rate-payers a heavier burden than was contemplated by the Bombay City Improvement Act; but they are always ready to undertake any well-considered paying scheme for the good of the city, and they therefore propose to advertise for tenders for the reclamation of Back Bay south of Wodehouse Bridge. This will, as intimated in para. 4 of my last letter, put them in a position to estimate the value of their reclamation rights.

7. The Trust understand, however, from paras. 4 and 7 of your letter under reply that Government will decline to sanction, under Section 36 of the Bombay City Improvement Act, any scheme for reclamation of the area over which the Trust hold reclamation rights south of Wodehouse Bridge unless it fits in with the bigger scheme which Government have in view. It will therefore be futile to call for tenders until the Trust are in possession of full information as to the area which Government propose to reclaim and as to all details which a contractor would require to know before submitting a tender, *e.g.*, the area to be reserved for Government purposes, the orders contemplated under Sections 33 and 34 (2) of the Bombay City Improvement Act and the way in which the scheme in the Trust's area is to be made to fit in with that in the Government area.

8. I am therefore to convey to Government the assurance they require, *viz.*, that the Trust intend to carry out reclamation in Back Bay so soon as they can find a contractor to undertake the work on his own capital on reasonable terms, and to request that Government will assist them to make an early start in their negotiations by supplying them with the information referred to in para. 7 above.—I have, etc.

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 8th November 1910.

7. Considered, with reference to Trustees' Resolution, No. 168 of the 19th July 1910, the following letter from Government in the General Department, No. 5042, dated 12th October 1910 :—

I am directed to acknowledge the receipt of your letter No. 6070, dated the 26th July 1910, relative to projects for reclaiming the bed of the sea at Colaba. You state that the Trustees intend to carry out reclamation in Back Bay as soon as they can find a contractor to undertake the work on his own capital on reasonable terms, and a request is made that Government will assist them to make an early start in their negotiations by supplying them with the information required in paragraph 7 of the letter.

2. In reply, I am to inform you that the Governor-in-Council has given further anxious consideration to the whole subject in the desire that no further obstacle should be allowed to stand in the way of work being begun at an early date. He has come to the conclusion that the whole reclamation in Back Bay, inclusive both of the portion at present vested in the Trust and of the portion not so vested, must be carried out as one scheme, and that it is essential that control should not be divided. Government are prepared, if the Trust agree, to carry out the whole scheme and to pay to the Trust from year to year a share of the nett profits that may actually accrue on the whole project calculated on the proportion which the vested area bears to the whole area of the scheme. A separate account of the whole scheme would be kept for this purpose.

3. I am to add that in laying out the reclaimed area Government would endeavour to preserve, so far as may be, the amenities of the Trust reclamation known as Cuffe Parade.

4. It also occurs to Government that once the reclamation is completed, the best plan might be to hand the whole area over to the Trust for treatment as a special scheme subject to the general control of Government, specially with regard to the terms on which plots are leased, and to the condition that there should be no variation from the sanctioned plan.

5. I am to enquire whether the Trust are prepared to accept the above proposal.

After discussion, further consideration of the matter was postponed, pending preparation by the Chairman and circulation of a draft reply to Government, embodying the views of the Board.

Excerpt from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 21st February 1911.

8. Considered, with reference to item 7 of the Proceedings of the Board, dated 8th November 1910, and Trustees' Resolution No. 251, dated 15th November 1910, papers underlying Circular No. 60 of 1911 on letter from Government in the General Department, No. 704, dated 1st February 1911, forwarding, for the information of the Trustees, copy of a letter dated 14th October 1910, received from the firm of Messrs. Sir J. Wolfe Barry & Co., London, on the subject of the proposed reclamation in Back Bay and inviting attention to the answer (printed below) given to question No. 1 put by the Hon'ble Sir H. E. E. Procter at the meeting of the Legislative Council held on the 26th idem, which explains the intentions of Government with regard to the Scheme.

RESOLUTION No. 37.—The Trustees accept the proposals set out in Government letter No. 5042 of the 12th October 1910 (reproduced in item 7 of the Proceedings of the Board, dated 8th November 1910).

Question.

BY THE HONOURABLE SIR HENRY E. E. PROCTER.

1. Will Government be pleased to lay on the Table information regarding their proposals for reclamation in Back Bay ?

Answer.

1. (1) Government have long realised that a time was coming when the need for adding to the limited area available in the vicinity of the Fort, for business and residential purposes and for sites for public buildings, would become urgent. More than fifty years ago it attracted public attention and several companies were formed with the purpose of providing the land required, their operations being attended with greater or less success. The Honourable Member is doubtless well acquainted with the history of the ill-fated Back Bay Reclamation Company and knows that its failure was due to the collapse following on the wild speculation of the time and not to any intrinsic demerits in the scheme. But the effect of the failure was great and for a considerable time afterwards reclamation schemes were not regarded favourably.

(2) In 1887 references connected with the disposal of land in the Island of Bombay impressed upon Lord Reay's Government the urgent need of some comprehensive scheme dealing with the future extension of the city, in the interests of the health and comfort of its resident population and of its increasing industries in mills and factories. A strong committee was appointed to advise Government. Their attention was particularly directed to the distribution of vacant places to buildings of various classes, the improvement and construction of roads with reference to future building extension or railway crossings, the prospects of reclamations, reservation of open spaces, and all such subjects as arise in view of the rapid growth of a city confined within narrow limits and traversed by two lines of railway.

(3) In regard to reclamations this committee realised the difficulty of the subject, but suggested certain reclamations as specially suitable. Among these were included reclamations aggregating about 44½ acres on the east and west sides of the Colaba peninsula for the purpose of providing land for locating the Marine Battalion which was to be removed from the Marine Lines, and a reclamation of about 31 acres between the Marine Lines and Church Gate Street stations for increasing the area available for recreation. It was probably due to financial causes that these reclamations were not then taken in hand, and it is unnecessary to refer to them further.

(4) In 1897 a committee was appointed by the Government of Lord Sandhurst for the purpose of considering and suggesting practical measures for the improvement of the city. The report of this committee resulted in the constitution of the City Improvement Trust. They attached great importance to reclamations along the west side of Colaba as a means of providing for the extension of the city and advised that the right of reclamation should vest in the Trust.

(5) Since its constitution the Trust has carried out one reclamation of a gross area of about 90,000 square yards at a cost of about five lakhs. It is well known that this reclamation has proved highly remunerative, but it must be remembered that it was taken in hand as an experimental measure and that the most favourable part of the foreshore was selected. No further reclamation has since been attempted.

(6) In 1907 the need for more land in the vicinity of the Fort had become urgent and Lord Lamington's Government appointed a committee to advise on the feasibility of a scheme of reclamation, prepared by Mr. W. H. White, C.S.I., then Chief Engineer and Secretary to Government in the Public Works Department, the probable financial result of such an undertaking and the best method and agency for executing it. This Scheme provided for the reclamation of 973 acres of which 150 acres were to be reserved for recreation, and the net area available for building plots amounted to 2,139,280 square yards. It is this scheme which is under consideration by Government. The plans which are placed on the

Table show what portion of Back Bay will be covered. On one of them roads are shown but it does not represent the intentions of Government with regard to the planning of the area. In the final design the Sea Wall will not be as shown on the plans but will run in a continuous easy curve which will add largely to the beauty of the sweep of Back Bay. Government recognise the

See Appendices
N and O.

fact that the reclamation will form a magnificent addition to a beautiful city, and that it is imperative that full advantage must be taken of the unique opportunity that will be offered. If, then, the Government of India and the Secretary of State approve of the proposal Government have made, fresh plans will be prepared and will be sent to the greatest exponents of the time of the Art of Town Planning. The perspective view, a reproduction of which is

See Appendix also laid on the Table, shows one possible treatment of the area. The point P. of view is supposed to be about half a mile above ground.

(7) The main factors on which the financial success of an undertaking of this nature depends are—

- (i) the cost of reclamation, charged on the area available for profitable disposal.
- (ii) the rate of interest at which it is possible to raise the funds required for the work ;
- (iii) the proportion which the area of land that can be leased annually bears to the total available area ; and
- (iv) The prices that can be realised for the land.

(8) Of these factors, the cost of the work can be estimated with a fair approach to accuracy, and the rate of interest which Government would be required to pay may be taken to be about $3\frac{1}{4}$ per cent. But the last two factors are more difficult to estimate and have been subjects for earnest consideration. Government have been informed that the whole building area could be leased within fifteen or twenty years, but they do not consider it safe to assume that it could be disposed of at a rate of more than 60,000 square yards per annum. Very high prices have been and are being realised for land in good positions in Bombay, but Government desire that sites should be provided for housing the community in a healthy locality at reasonable rates. An average value of Rs. 25 per square yard has therefore been taken for calculating the financial results.

(9) With these assumptions the financial statement, which is laid before the Council, has been prepared. The point to which Government wish to draw special attention, is that no profits will be realised for 31 years, notwithstanding that the money will be raised at the low rate of interest of $3\frac{1}{4}$ per cent.

See Appendix Q. This shows how impossible it would be to expect a private company to undertake the work. It also shows that, if the reclamation were undertaken by the Trust, that body would receive no profits for, at any rate, a long series of years, and it is quite possible that, at the rate at which the Trust could borrow money, not less than 4.61 per cent. including Sinking fund, it would eventually prove a considerable drain on their resources; and it is clear that, unless full advantage is taken of the credit of Government in raising the funds required, it would be difficult, if not impossible, to provide, free of cost to the public, such an amenity as a large area for recreation, or to regulate the leasing price of the land in the best interests of the community of Bombay.

(10) Government have also had under consideration a larger scheme to reclaim 1,272 acres, and financial statements similar to the one laid on the table have been prepared for it. They show that, if the whole work is pushed on rapidly, the additions of interest will cause the capital to swell to such an amount that, with the moderate assumptions made by Government with regard to the letting of the land, the scheme will not be financially successful. If, however, part of the reclamation is effected rapidly and part more slowly, revenue will exceed interest after the 46th year. By that time the debt will have amounted to 683½ lakhs. The best scheme from every point of view will probably be found to be between the two, comprising an area of about 1,100 acres.

(11) It is not with any view to profit by its financial success that Government are considering the undertaking of this great work. They are convinced that the time has now come when the interests of the city demand it, and that, without the intervention of Government, its inception may be indefinitely deferred. It has been shown that there can be no profit for many years, but it is probable that, in dealing with such profits when they accrue, the Government of the day will consider the interests of the city.

Scheme A.

EXPLANATORY STATEMENT.

This scheme provides for the reclamation of 973 acres of land. The work is to be completed in 7 years. It is assumed that, at the end of the 7th year, 100 acres of land are to be handed over for Military purposes at cost price.

The Total cost of the work is estimated at Rs. 2,84,41,000

It is assumed that all sums required for expenditure and for payment of interest on loans is borrowed at $3\frac{3}{4}$ per cent., this being approximately the present rate of interest on Government loans.

It is assumed that the expenditure is spread equally over 7 years.

Thus, the expenditure in each year = Rs. 40,63,000

Allowing compound interest at $3\frac{3}{4}$ per cent. the capital debt will at end of the 7th year amount to Rs. 3,30,44,000

The total area of the reclamation = 973 acres = 4,709,320, sq. yds.

The cost price of the reclamation thus = Rs. 7·0167

The cost price of the land to be handed over for Military purposes will thus be Rs. 33,96,100

And the net cost of the scheme at the end of the 7th year (including interest for that year) will be Rs. 2,96,47,000

It is also assumed that 40 acres will be set aside, free of cost, for Government House, 150 acres are to be provided also, free of cost, for a park, and 20 acres are provided for open spaces in the residential area. With the land set aside for Military purposes, the total deduction is thus 310 acres, and the residential area will be 663 acres.

Deduct— $\frac{1}{3}$ rd for roads 221 acres.

The net building land will thus be 442 acres or
2,439,280 sq. yds.

It is assumed that this area will be let at the rate of 60,000 square yards, each year.

The rent to be realised for the land is taken at $4\frac{1}{2}$ per cent. on an assumed price of Rs. 25 per square yard, or, per square yard per annum Rs. 1·125

From this is deducted, to allow for cost of collection and management, 5 per cent. or Rs. ·05625

The net rent is thus taken at (per square yard) Rs. 1·06875

The first land is assumed to be leased so that the first rent will come in at the end of the seventh year, and columns 4 and 5 of the statement are thus filled in.

The net cost of the scheme is (as already stated) at the end of the 7th year Rs. 2,96,47,000

Deducting from this the rent to be collected in the 7th year Rs. 64,125

Carried over Rs. 2,95,82,875

Brought forward ...	Rs. 2,95,82,875
The capital debt at the commencement of the 8th year will thus be.	Rs. 2,95,82,875
The interest due on this at $3\frac{3}{4}$ per cent. at the end of the 8th year will be	Rs. 11,09,358
And deducting the rent to be collected in the 8th year ...	Rs. 1,28,250
The capital debt at the commencement of the 9th year will be ...	Rs. 3,05,63,983
The columns of the statement are filled in this manner, and it will be seen that the capital debt at the beginning of the 32nd year amounts to	Rs. 4,30,33,080

In that year the rents collected begin to exceed the interest on the capital debt and the surplus is applied each year to reduction of the capital debt, until the land is wholly leased in the 42nd year.

From the statement it will be seen that the capital debt at the beginning of the 43rd year will amount to	Rs. 3,83,87,831
The surplus income will amount to	Rs. 8,46,811
This is equivalent to a surplus return of 2.21 per cent. on that capital, making the total interest earned	5.96 per cent.

It may be noted that if these surplus profits continue to be applied to the reduction of capital, the debt will be completely wiped out at the end of the 69th year from the commencement of work on the scheme.

If the surplus profits after the thirty-second year are not applied to reduction of debt, the result will be—

Maximum Capital (32nd year)	Rs. 4,30,33,080
Interest on do.	Rs. 16,13,741
Net ultimate ground-rent (after 42nd year)	" 22,86,355
Balance, Profit	<u>6,72,614</u>

BOMBAY, 1st October 1911.

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

BOMBAY IMPROVEMENT TRUST.

General Balance Sheet as at 31st March 1911.

CITY OF BOMBAY IMPROVEMENT TRUST.

General Balance Sheet as at 31st March 1911.

Capital and Liabilities.				Property and Assets.			
Capital Account.		Rs.	a. p.	Capital Account.		Rs.	a. p.
Debt due to—				Book Value of land as per contra			
Secretary of State for India	...	33,84,490	7 8	Refund to Government under section 69 (1) and (2) of the	...	71,14,783	13 7
Municipal Corporation (See Appendix I) ...	...	17,30,293	5 11	Act ...	...	...	...
Debt due to the General Public—						38,018	11 7
Debenture Loan of 1899 at 4 per cent. ...	...	30,00,000	0 0	IMPROVEMENT OF LANDS VESTED IN THE BOARD.			
Debenture Loan of 1901 at 4 per cent. ...	...	30,00,000	0 0	Schedule C—Lands.			
Debenture Loan of 1902 at 4 per cent. ...	...	30,00,000	0 0	Flats ...	...	Rs. a. p.	
Debenture Loan of 1903 at 4 per cent. ...	...	60,00,000	0 0	Laying out of Chaupati Estate	...	6,898	2 6
Debenture Loan of 1904 at 4 per cent. ...	...	30,00,000	0 0	Fire Service on Cotton Green	...	1,45,313	1 2
Debenture Loan of 1905 at 4 per cent. ...	...	30,00,000	0 0	New Roads on Hornby Road Plot...	...	8,056	1 4
Debenture Loan of 1906 at 4 per cent. ...	...	20,00,000	0 0	New Roads on Wellington Lines Plot	...	1,27,357	10 7
Debenture Loan of 1907 at 4 per cent. ...	...	15,00,000	0 0	Wellington Lines Plot Central Garden	...	34,813	5 10
Debenture Loan of 1908 at 4 per cent. ...	...	30,00,000	0 0	New Roads on Marine Lines Plot	...	4,764	11 4
Debenture Loan of 1909 at 4 per cent. ...	...	30,00,000	0 0	Do. Wodehouse Road Plot	...	1,430	9 2
Debenture Loan of 1910 at 4 per cent. ...	...	84,99,000	0 0	Filling in wells and payments for sites	...	23,781	10 10
Debenture Loan of 1911 at 4 per cent. ...	...	49,95,900	0 0	Special repairs to Kennedy Sea Face	...	40,931	5 2
Sale-proceeds of buildings under section 64 of the Act—				Road on Plot south of Crawford Market	...	63,571	0 8
Cooperage Buildings	...	624	0 0	Secretariat Plot	...	5,397	9 8
At Chaupati Estate	...	4,427	9 8		...	1,882	9 1
" Parel Estate	...	1,316	3 5	Schedule D—Lands.			
" Agripada Estate	...	567	5 10	Laying out Agripada Estate (Scheme	...	7,47,065	0 10
" First Nagpada Estate	...	1,16,706	11 0	No. X)	...	...	...
" Scheme No. II (Street Scheme) up	...	...	...	Laying out Connaught Road Estate (Scheme	...	30,786	12 11
to 31st March 1910	...	3,19,464	12 2	No. XII)	...	860	13 9
" Scheme No. II (Street Scheme)	...	1,58,794	8 0	Filling in Lands at Matunga	...	...	...
during 1910-11	...	...	...		...	7,78,712	11 6
" Scheme No. III (Street Scheme) up	...	4,78,259	4 2	SCHEMES.			
to 31st March 1910	...	...	...	Scheme No. I—First Nagpada Improvement	...	28,43,718	5 2
" Scheme No. III (Street Scheme)	...	3,90,960	3 9	Scheme No. II—Road, Queen's Road to	...	...	...
during 1910-11	...	...	...	Carnac Bridge	...	59,68,179	0 9
				Scheme No. III—Elphinstone Bridge to	...	1,02,94,877	1 0
				Queen's Road	...	20,97,170	14 2
				Scheme No. IV—Gowalia Tank Scheme	...	14,52,666	8 2
				Scheme No. V—Dadar-Matunga Street	...	...	...
				Scheme No. VI—Sion-Matunga Street	...	12,80,359	0 4
				Scheme	...	...	...

To 31st March 1911.

[illegible]

Property and Assets.

6

Specification of Balances in Banks and in hand.

J. P. ORR,
Chairman.

W. N. SHILSTONE,
Secretary and Chief Accountant.

Secretary's Office. Bombay, 15th September 1911.

Accountant General's Office, Bombay, 15th September 1911.

APPENDIX I.

CAPITAL ACCOUNT.

Capital Debt.

Debt.	Interest bearing.	Non-interest bearing.	Total.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
Debt due to the Secretary of State for India as at 31st March 1910.	43,97,702 12 6	14,63,470 0 0	58,61,172 12 6
<i>Deduct</i> —Value of portion of Hornby Road Estate admeasuring 19,706 square yards appropriated for roads as per Collector's award embodied in Government Resolution No. 2496, dated 26th May 1910, General Department, quoted in T. R. No. 160, dated 19th July 1910. (To take effect from 1st April 1908.)	3,94,120 0 0	.....	3,94,120 0 0
<i>Deduct</i> —Value (nil) of the whole Secretariat plot resumed by Government for public purpose in accordance with Government Resolution No. 1518 of the 30th March 1910 in the General Department embodied in T. R. No. 66, dated 5th April 1910. (To take effect from 5th October 1910.) ... ..	.....	.....	.....
<i>Deduct</i> —Value of portion of Chowpáti Estate admeasuring additional 5488 square yards appropriated for road and service passage as per Collector's award embodied in T. R. No. 276, dated 20th December 1910. (To take effect in 1906-07.)	548 12 10	.....	548 12 10
<i>Deduct</i> —Value of a portion of Parel Estate resumed by Government for Veterinary College admeasuring 15,321 square yards as per Collector's award embodied in Government Resolution No. 1583, dated 10th March 1911, in the General Department and in T. R. No. 42, dated 28th February 1911. (To take effect from 8th June 1911.)	53,623 8 0	.....	53,623 8 0
<i>Deduct</i> —Value of a portion of Wodehouse Road Estate appropriated for roads admeasuring 1,239 square yards as per Collector's award embodied in Government Resolution No. 1714, dated 22nd March 1911, General Department, and in T. R. No. 51, dated 7th March 1911. (To take effect from 1st April 1908.)	12,390 0 0	.....	12,390 0 0
<i>Deduct</i> —Value of a portion of Marine Lines Estate appropriated for roads admeasuring 1,600 square yards as per Collector's award embodied in Government Resolution No. 1624, dated 16th March 1911, General Department, and T. R. No. 41 of 28th February 1911. (To take effect from 1st April 1908.)	16,000 0 0	.....	16,000 0 0
Debt as at 31st March 1911	39,21,020 7 8	14,63,470 0 0	53,84,490 7 8
Debt due to the Municipal Corporation as at 31st March 1910	18,07,495 5 11	.....	18,07,495 5 11
<i>Deduct</i> —Value of a portion of Agripáda Estate appropriated for Police Accommodation Scheme No. XIX admeasuring 4,851 square yards as per Collector's award embodied in T. R. No. 215, dated 16th September 1910. (To take effect from 15th March 1911.)	54,631 0 0	.....	54,631 0 0
<i>Deduct</i> —Value of portion of Connaught Road Estate appropriated for Police Accommodation Scheme No. XXIII admeasuring 1,689 square yards as per Collector's award embodied in T. R. No. 40 of 28th February 1911. (To take effect from 15th March 1911.)	14,873 0 0	.....	14,873 0 0
<i>Deduct</i> —Value of portion of Agripáda Estate resumed for a Primary School Building admeasuring 1,466 square yards as per Collector's award embodied in T. R. No. 71, dated 4th April 1911. (To take effect from 27th May 1909.)	7,698 0 0	.....	7,698 0 0
Debt as on 31st March 1911	17,30,293 5 11	.....	17,30,293 5 11
Grand Total	56,51,313 13 7	14,63,470 0 0	71,14,783 13 7

Examined and found correct.

J. S. MILNE,
Examiner of Local Fund Accounts, Bombay. } Auditor.

Bombay, 15th September 1911.

J. P. ORR,
Chairman.

W. N. SHILSTONE,
Secretary and Chief Accountant.

Secretary's Office, Bombay, 15th September 1911.

APPENDIX II.

CAPITAL ACCOUNT.

Cost of Management and Incidental Expenses.

Budget Estimate for the year 1910-11.	Particulars.	Actual Expenditure for the year ending 31st March 1911.	
Rs.		Rs. a. p.	Rs. a. p.
	COST OF MANAGEMENT AND INCIDENTAL EXPENSES AS PER SECTION 75 (1) OF THE ACT.		
	Chairman's Salary and Allowances—		
33,000	Salary	33,000 0 0	
6,200	Exchange Compensation, Pension and Leave Contribution.	6,341 11 0	
39,200			39,341 11 0
20,000	Trustees' Fees ... ..	.....	20,265 0 0
	Secretary's Department—		
47,000	Establishment	48,242 9 8	
1,100	Contingencies, including Postage	950 10 6	
100	Books	0 14 0	
700	Stationery	909 2 1	
6,500	Printing (including advertising) ..	8,000 10 6	
55,400			58,103 14 9
4,500	Law Expenses	7,991 10 0	
2,000	Furniture for all Departments	790 9 9	
500	Clothing to Peons	442 12 0	
40,000	Expenses of Loan of 1910 and Stamp Duty	53,089 2 0	
21,500	Contribution to Provident Fund	19,947 2 5	
68,500			82,261 4 2
1,83,100	Total ...	.....	*1,99,971 13 11

* Distributed to works as per Appendix III.

Examined and found correct.

J. S. MILNE,
Examiner of Local Fund Accounts. } Auditor.
Bombay, 15th September 1911.

J. P. ORR,
Chairman.

W. N. SHILSTONE,
Secretary and Chief Accountant.
Secretary's Office, Bombay, 15th September 1911.

APPENDIX III.

CAPITAL ACCOUNT.

Statement of Expenditure on Works.

APPENDIX

CAPITAL

Statement of Expendi

Works.	Expenditure on Works.		
	To end of 31st March 1910.	During 1910-11.	Total to end of 1910-11.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
IMPROVEMENT OF LANDS VESTED IN THE BOARD.			
<i>Schedule C.—Lands.</i>			
Flats ...	5,832 14 0	...	5,832 14 0
Laying out Chaupáti Estate ...	87,696 6 1	3,275 0 0	90,971 6 7
Fire Service on Cotton Green ...	5,021 1 4	...	5,021 1 4
New Roads on Hornby Road Plot, Scheme No. XXII ...	1,03,146 3 5	957 5 6	1,04,103 8 11
" " Wellington Lines Plot, Scheme No. XX ...	30,851 9 3	255 2 3	30,606 11 0
Wellington Lines Central Garden ...	3,615 14 4	...	3,615 14 4
New Roads on Marine Lines Plot ...	1,247 1 5	...	1,247 1 5
" " Wodehouse Road Plot, Scheme No. XXI ...	22,364 8 0	...	22,364 8 0
Filling in wells and payments for Site ...	36,194 12 1	...	36,194 12 1
Special Repairs, "Kennedy Sea Face" ...	59,048 13 11	...	59,048 13 11
Plot south of Crawford Market (Scheme No. X) ...	4,767 3 4	...	4,767 3 4
Secretariat Plot ...	1,516 14 4	...	1,516 14 4
	3,60,803 5 6	4,497 8 3	3,65,290 13 9
<i>Schedule D.—Lands.</i>			
Connaught Road Estate, Scheme No. XII—			
Road Construction and filling in ...	23,336 1 5	...	23,336 1 5
Sundries ...	2,269 13 1	...	2,269 13 1
	25,605 14 6	...	25,605 14 6
Laying out Agripáda Estate—			
Filling in Site ...	2,88,764 11 8	5,874 2 9	2,89,638 14 5
Constructing Roads ...	1,72,748 8 11	9 3 0	1,72,757 11 11
Paving foot-paths ...	16,142 3 1	...	16,142 3 1
Sundries ...	1,676 2 0	273 10 1	1,949 12 1
Drainage ...	1,21,986 6 2	1,746 12 1	1,23,733 2 3
	5,96,217 15 10	7,903 11 11	6,04,221 11 9
Lands at Mátunga—Filling in ...	724 11 0	...	724 11 0
	6,22,648 9 4	7,903 11 11	6,30,552 5 2
SCHEMES.			
<i>Scheme No. I.—First Nágpáda Improvement Scheme.</i>			
Land—			
Acquisition of Properties ...	15,29,804 7 8	...	15,29,804 7 8
Brokerage, Law Charges and Sundries ...	41,184 11 0	32 2 0	41,216 13 0
New Streets ...	75,759 3 2	...	75,759 3 2
Chawls at Agripáda (4 Blocks) ...	1,70,463 3 2	...	1,70,463 3 2
" " (12 Blocks) ...	4,62,408 12 4	5,350 15 10	4,67,759 12 2
" " Nágpáda (2 Blocks) ...	92,188 14 0	Cr. 856 11 6	91,332 2 6
	22,71,809 3 4	5,383 1 10	23,76,335 9 8
<i>Scheme No. II.—Road "Queen's Road to Carnac Bridge."</i>			
Land—			
Acquisition of Properties ...	59,30,344 8 8	4,26,055 11 2	63,56,400 3 10
Brokerage, Law Charges and Sundries ...	1,82,232 9 2	888 10 0	1,83,121 3 2
Roads ...	1,84,843 15 1	3,988 11 3	1,68,832 10 3
Temporary Sheds, "Kennedy Sea Face" ...	51,579 7 5	...	51,579 7 5
Chawls at Chandanwádi ...	4,74,373 3 10	3,132 2 7	4,77,505 6 7
Chawls behind Plots Nos. 59-61, Princess Street ...	39,272 4 2	...	39,272 4 2
Removal of Debris ...	3,240 6 8	...	3,240 6 8
	68,45,886 7 0	4,34,065 3 0	72,79,951 10 0
Carried over ...Rupees ...	1,02,01,147 9 2	4,50,982 13 6	1,06,52,130 6 8

III.

ACCOUNT.

ture on Works.

Proportionate Cost of Management.			Proportionate Cost of Establishment.			Grand Total to end of 1910-11.
To end of 31st March 1910.	During 1910-11.	Total to end of 1910-11.	To end of 31st March 1910.	During 1910-11.	Total to end of 1910-11.	
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
225 0 0	.....	225 0 0	840 4 5	.....	840 4 5	6,898 2 5
42,124 1 4	121 0 0	42,245 1 4	11,574 9 4	527 0 0	12,101 9 4	1,45,318 1 3
3,035 0 0	.....	3,035 0 0	.....	.....	.....	8,056 1 4
10,646 1 4	40 0 0	10,686 1 4	12,392 0 4	176 0 0	12,568 0 4	1,27,357 10 7
2,149 0 0	12 0 0	2,161 0 0	1,992 10 4	53 0 0	2,045 10 4	34,813 5 10
207 0 0	.....	207 0 0	941 13 0	.....	941 13 0	4,764 11 4
120 0 0	.....	120 0 0	63 7 9	.....	63 7 9	1,430 9 2
846 0 0	.....	846 0 0	571 2 10	.....	571 2 10	23,781 10 10
1,456 0 0	.....	1,456 0 0	3,280 9 1	.....	3,280 9 1	40,931 5 2
2,054 0 0	.....	2,054 0 0	2,468 2 9	.....	2,468 2 9	63,571 0 8
155 0 0	.....	155 0 0	474 6 4	.....	474 6 4	5,397 9 8
65 0 0	.....	65 0 0	300 10 9	.....	300 10 9	1,882 9 1
63,083 2 8	173 0 0	63,256 2 8	34,899 12 11	756 0 0	35,655 12 11	4,64,202 13 4
} 1,376 0 0	.....	1,376 0 0	3,804 14 5	.....	3,804 14 5	30,786 12 11
} 93,802 15 10	322 0 0	94,124 15 10	47,313 5 3	1,405 0 0	48,718 5 3	7,47,065 0 10
39 0 0	.....	39 0 0	97 2 9	.....	97 2 9	880 13 9
95,217 15 10	322 0 0	95,539 15 10	51,215 6 5	1,405 0 0	52,620 6 5	7,78,712 11 6
} 2,27,312 9 4	201 0 0	2,28,013 9 4	2,41,491 2 3	878 0 0	2,42,369 2 3	28,43,718 5 3
} 2,95,713 14 11	17,492 0 0	3,12,205 14 11	3,58,519 7 10	16,502 0 0	3,75,021 7 10	79,68,179 0 9
6,81,827 10 8	18,198 0 0	7,00,015 10 9	6,86,125 13 5	19,541 0 0	7,05,666 13 5	1,20,57,812 14 10

					Expenditure on Works.								
Works.					To end of 31st March 1910.			During 1910-11.			Total to end of 1910-11.		
					Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
Brought forward ... Rupees ...					1,02,01,147	9	2	4,50,982	13	6	1,06,52,130	6	8
SCHEMES—continued.													
<i>Scheme No. III.—Road "Elphinstone Bridge to Queen's Road."</i>													
Land—													
Acquisition of Properties ...					77,71,314	14	2	88,288	4	5	78,59,603	2	7
Brokerage, Law Charges and Sundries ...					2,31,143	7	11	5,522	7	5	2,36,670	15	4
Chawls at Agripada (Temporary Sheds) ...					10,436	11	4	.....			10,436	11	4
Semi-permanent Huts, Charni Road ...					37,344	6	1	.....			37,344	6	1
Chawls at Imámwada ...					5,70,325	3	9	49,224	10	5	6,19,549	14	2
Additional Blocks of Chawls at Agripada ...					1,80,458	12	6	81,062	13	4	2,61,521	9	10
Chawls on plot No. 30, Nágpada ...					20,030	12	0	62,800	11	10	82,831	7	10
Roads ...					2,71,623	2	5	18,142	12	10	2,89,765	15	3
Removal of Debris ...					1,005	1	5	121	1	0	1,126	2	5
					90,93,987	7	7	3,05,262	13	3	93,99,250	4	10
<i>Scheme No. IV.—"Govália Tank Scheme."</i>													
Land—													
Acquisition of Properties ...					12,09,794	8	9	26	11	5	12,09,821	4	2
Brokerage, Law Charges and Sundries...					61,628	10	3	2,056	14	3	63,685	8	6
Filling in ...					2,12,096	6	1	1,003	7	11	2,13,099	14	0
Roads ...					2,68,564	12	5	1,689	5	5	2,70,254	1	10
Retaining walls...					40,414	7	4	.....			40,414	7	4
Slip in Gibbs Road ...					79,648	8	7	Cr. 223	14	1	79,424	10	6
Steps for Pedestrians on Hughes Road ...					107	15	0	.....			107	15	0
					18,72,255	4	5	4,776	7	0	18,76,807	13	4
								Cr. 223	14	1			
								4,552	8	11			
<i>Scheme No. V.—"Dadar-Mátunga Street Scheme."</i>													
Land—													
Acquisition ...					10,62,610	15	11	2,11,133	13	3	12,73,744	13	2
Brokerage, Law Charges and Sundries ...					41,945	5	3	7,475	2	2	49,420	7	5
Filling in ...					.....			23,504	14	6	23,504	14	6
Roads ...					.....			881	0	1	881	0	1
					11,04,556	5	2	2,42,994	14	0	13,47,551	3	2
<i>Scheme No. VI.—"Sion-Mátunga Street Scheme."</i>													
Land—													
Acquisition of Properties ...					7,09,249	15	9	3,84,115	7	1	10,93,365	6	10
Brokerage, Law Charges and Sundries ...					43,536	4	0	4,660	3	8	48,246	7	8
Filling in ...					.....			21,509	7	1	21,509	7	1
					7,52,836	3	9	4,10,285	1	10	11,63,121	5	7
<i>Scheme No. VII.—"Colaba Reclamation."</i>													
Land—													
Acquisition ...					13,000	0	0	.....			13,000	0	0
Brokerage, Law Charges and Sundries...					14,214	9	6	.....			14,214	9	6
Roads ...					94,693	9	8	11,951	0	0	1,06,644	9	8
Filling in ...					2,14,039	9	4	.....			2,14,039	9	4
Protection Works ...					42,600	8	1	1,144	11	4	43,745	3	5
					3,78,548	4	7	13,095	11	4	3,91,643	15	11
<i>Scheme No. VIII.—"Mándri-Koliwáda Improvement Scheme."</i>													
Land—													
Acquisition ...					19,64,142	11	4	15,962	1	11	19,80,104	13	3
Brokerage, Law Charges and Sundries ...					42,822	8	11	1,181	11	0	44,004	3	11
Roads ...					44,923	9	12	4,483	9	10	49,407	3	9
Chawls ...					2,16,480	9	7	37,523	12	3	2,54,009	5	10
Temporary Huts at Paltan Road ...					35,517	11	7	.....			35,517	11	7
Removal of Debris ...					284	15	11	.....			284	15	11
					23,04,172	3	3	59,156	3	0	23,63,328	6	3
<i>Scheme No. IX.—"Sankli Street Scheme."</i>													
Land—													
Acquisition ...					17,000	0	0	.....			17,000	0	0
Sundries ...					271	6	3	.....			271	6	3
Roads, etc. ...					8,363	7	4	.....			8,363	7	4
					25,634	13	7	.....			25,634	13	7
Carried over ... Rupees ...					2,57,33,138	5	6	14,86,330	1	10	2,72,19,468	5	4

Proportionate Cost of Management.			Proportionate Cost of Establishment.			Grand Total to end of 1910-11.
To end of 31st March 1910.	During 1910-11.	Total to end of 1910-11.	To end of 31st March 1910.	During 1910-11.	Total to end of 1910-11.	
Rs. a. p. 6,81,827 10 9	Rs. a. p. 18,188 0 0	Rs. a. p. 7,00,015 10 9	Rs. a. p. 6,86,125 13 5	Rs. a. p. 19,541 0 0	Rs. a. p. 7,05,666 13 5	Rs. a. p. 1,20,57,812 14 10
3,59,102 6 6	12,292 0 0	3,71,394 6 6	4,53,818 2 8	40,414 3 6	5,24,232 6 2	1,02,94,877 1 6
83,203 0 0	201 0 0	83,403 0 0	1,36,562 0 11	598 0 0	1,36,960 0 11	20,97,170 14 3
43,126 6 3	9,794 0 0	52,920 6 3	40,147 14 9	12,047 0 0	52,194 14 9	14,52,666 8 2
39,142 0 0	16,525 0 0	55,667 0 0	43,967 10 9	17,603 0 0	61,570 10 9	12,80,359 0 4
14,671 0 0	524 0 0	15,195 0 0	43,610 9 7	2,283 0 0	45,893 9 7	4,52,732 9 6
88,722 0 0	2,379 0 0	91,101 0 0	1,22,369 9 4	7,983 0 0	1,30,352 9 4	25,84,781 15 7
805 0 0	.....	805 0 0	1,743 11 7	.....	1,743 11 7	28,183 9 2
13,10,598 7 6	59,903 0 0	13,70,501 7 6	15,58,145 9 0	1,00,469 3 6	16,58,614 12 6	3,02,48,584 9 4

Works.	Expenditure on Works.								
	To end of 31st March 1910.			During 1910-11.			Total to end of 1910-11.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
Brought forward ...Rupees ...	2,57,33,138	3	6	14,86,330	1	10	2,72,19,463	5	4
SCHEMES—continued.									
<i>Scheme No. XIII.—“Souter Street Extension Scheme.”</i>									
Land—									
Acquisition ...	20,785	14	3	.....			20,785	14	3
Sundries ...	7,823	13	5	.....			7,823	13	5
Filling in ...	17,663	2	11	30	0	0	17,693	2	11
Roads ...	3,000	0	0	1,576	7	4	4,576	7	4
	49,372	14	7	1,603	7	4	50,879	5	11
<i>Scheme No. XXVII.—“Mathew Road Street Scheme.”</i>									
Land—									
Acquisition ...	10,90,268	1	1	1	0	0	10,90,269	1	1
Sundries ...	31,356	5	5	1,451	6	10	32,807	12	3
Filling in ...	1,619	1	11	.....			1,619	1	11
Roads ...	52,970	9	9	3,607	5	6	56,577	15	3
	11,76,214	2	2	5,059	12	4	11,81,273	14	6
<i>Scheme No. XXIX.—“Nowroji Hill Street Scheme.”</i>									
Land—									
Acquisition ...	41,35,816	12	10	10,98,238	2	6	52,32,054	15	4
Sundries ...	56,894	9	11	13,014	2	10	69,908	12	9
Filling in ...	.....			57	2	0	57	2	0
	41,92,711	6	9	11,09,309	7	4	53,02,020	14	1
<i>Scheme No. XXX.—“Souter Street Extension towards Tārdeo.”</i>									
Land—									
Acquisition ...	.....			60,501	0	0	60,501	0	0
Sundries ...	245	9	8	1,639	13	6	1,885	7	2
Filling in ...	.....			22,778	15	8	22,778	15	8
	245	9	8	84,919	13	2	85,165	6	10
<i>Scheme No. XXXI.—“Parcel Street Scheme.”</i>									
Land—									
Acquisition ...	8,21,852	12	2	18,35,306	8	2	26,57,159	4	4
Sundries ...	15,291	15	1	12,801	1	1	28,093	0	2
Chawls at Sopari Bang Road	.....			2,43,182	14	4	2,43,182	14	4
	8,37,144	11	3	20,91,290	7	7	29,28,435	2	10
<i>Scheme No. XXXII.—“East Agripada Improvement Scheme.”</i>									
Land—									
Sundries ...	970	1	11	18	5	3	988	7	2
<i>Scheme No. XXXIII.—“Bhatwadi Improvement Scheme.”</i>									
Land—									
Acquisition of Properties ...	1,98,153	12	0	79,695	5	4	2,77,852	1	4
Sundries ...	3,358	12	0	662	13	0	4,021	9	6
	2,01,515	8	6	80,358	2	4	2,81,873	10	10
<i>Scheme No. XXXVI.—“Chunam Kila Road Street Scheme.”</i>									
Land—									
Acquisition ...	.....			39,119	0	0	39,119	0	0
Sundries ...	342	14	0	696	14	6	1,039	12	6
Roads ...	.....			850	0	0	850	0	0
	342	14	0	40,665	14	6	41,008	12	6
POLICE ACCOMMODATION SCHEMES.									
First Nāgpada Estate.—Scheme No. XIV—									
Construction ...	69,201	1	7	.....			69,201	1	7
Sundries ...	4,228	10	0	.....			4,228	10	0
	73,429	11	7	.....			73,429	11	7
Wodehouse Road Estate.—Scheme No. XVI—									
Acquisition ...	76,302	0	0	.....			76,302	0	0
Construction ...	2,02,131	8	1	.....			2,02,131	8	1
Sundries ...	5,145	15	3	.....			5,145	15	3
	2,83,579	7	4	.....			2,83,579	7	4
Duncan Road.—Scheme No. XVII—									
Acquisition ...	39,281	12	4	.....			39,281	12	4
Construction ...	10,986	13	11	.....			10,986	13	11
Sundries ...	1,129	12	11	.....			1,129	12	11
	51,398	7	2	.....			51,398	7	2
Carried over ...Rupees ...	3,25,99,963	2	5	48,99,558	7	8	3,74,99,521	10	1

Proportionate Cost of Management.			Proportionate Cost of Establishment.			Grand Total to end of 1910-11.
To end of 31st March 1910.	During 1910-11.	Total to end of 1910-11.	To end of 31st March 1911.	During 1910-11.	Total to end of 1910-11.	
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
13,10,598 7 6	59,903 0 0	13,70,501 7 6	15,58,145 9 0	1,00,469 3 0	16,58,614 12 6	3,02,48,584 9 4
3,014 7 10	80 0 0	3,094 7 10	5,728 1 2	351 0 0	6,079 1 2	60,052 14 11
53,395 0 0	201 0 0	53,596 0 0	73,449 4 7	737 0 0	74,186 4 7	13,09,053 3 1
1,47,020 0 0	44,702 6 5	1,91,722 6 5	1,13,495 10 7	39,087 4 10	1,53,182 15 5	56,76,926 3 11
.....	3,426 0 0	3,426 0 0	25 14 6	6,256 0 0	6,281 14 6	94,873 5 4
32,919 0 0	84,278 7 6	1,17,275 7 6	30,161 11 9	1,08,773 14 3	1,38,935 10 0	31,84,646 4 4
62 0 0	.....	62 0 0	79 14 10	.....	79 14 10	1,130 6 0
8,949 0 0	3,225 0 0	12,174 0 0	7,729 0 7	2,862 0 0	10,591 0 7	3,04,638 11 5
13 0 0	1,652 0 0	1,665 0 0	11 0 0	1,606 0 0	1,617 0 0	44,290 12 6
2,830 0 0	.....	2,830 0 0	8,190 0 5	.....	8,190 0 5	84,449 12 0
9,981 0 0	.....	9,981 0 0	29,106 7 9	.....	29,106 7 9	3,22,666 15 1
3,029 0 0	.....	3,029 0 0	4,553 3 4	.....	4,553 3 4	58,980 10 6
15,71,890 15 4	1,97,465 13 11	17,69,356 13 3	18,60,675 14 6	2,60,742 6 7	21,21,418 5 1	4,13,90,296 12 5

Works.	Expenditure on Works.		
	To end of 31st March 1910.	During 1910-11.	Total to end of 1910-11.
Brought forward ...Rupees ...	Rs. a. p. 2,25,99,963 2 5	Rs. a. p. 48,99,558 7 8	Rs. a. p. 2,74,99,521 10 1
<i>SCHEMES—continued.</i>			
<i>Police Accommodation Schemes—continued.</i>			
Sheppard Road—Scheme No. XVIII—			
Acquisition	15,173 4 3	.....	15,173 4 3
Construction	14,866 14 4	.....	14,866 14 4
Sundries	1,913 2 4	.....	1,913 2 4
	31,953 4 11	.....	31,953 4 11
Agripadá Estate—Scheme No. XIX—			
Acquisition ... ..	.....	44,876 0 0	44,876 0 0
Construction	99,342 7 0	1,489 6 3	1,00,831 13 3
Sundries	9,259 15 0	51 8 0	9,311 7 0
	1,08,602 6 0	46,416 14 3	1,55,019 4 3
Connaught Road Estate—Scheme No. XXIII—			
Acquisition ... ..	.....	13,409 0 0	13,409 0 0
Construction	54,841 5 8	76 3 0	54,917 13 8
Sundries	621 15 4	.....	621 15 4
	55,463 5 0	13,485 8 0	68,948 13 0
In Scheme II—Scheme No. XXIV—			
Acquisition ... ..	.....	1,51,413 0 0	1,51,413 0 0
Construction	90,362 0 9	2,385 5 2	92,747 5 11
Sundries	1,697 3 2	311 15 4	2,009 2 6
	92,059 3 11	1,54,110 4 6	2,46,169 8 5
In Scheme IV—Gamdevi Estate—Scheme No. XXV—			
Sundries	274 10 8	.....	274 10 8
Scheme No. XXXIV—Chunam Kiln Road—			
Sundries	228 0 0	.....	228 0 0
In Scheme III—Falkland Road—Scheme No. XXXV—			
Sundries	208 1 8	.....	208 1 8
Charapati Reclamation	1,500 0 0	.....	1,500 0 0
<i>Surveys of the Island of Bombay.</i>			
Survey of the North of the Island of Bombay	88,919 12 0	Cr. 106 0 0	88,813 12 0
<i>Administrative Offices.</i>			
Construction	3,02,277 8 6	.....	3,02,277 8 6
Additional Storey	3,424 0 0	150 0 0	3,574 0 0
	3,05,701 8 6	150 0 0	3,05,851 8 6
Store Yard at Agripadá—			
Construction	3,509 2 7	.....	3,509 2 7
Central Stores at the back of Frere Fletcher School—			
Construction	12,755 14 2	140 8 0	12,896 6 2
Grand Total ...Rs.	3,38,01,138 7 10	51,13,755 10 5	3,84,14,894 2 3

Examined and found correct.

J. S. MILNE,

Examiner of Local Fund Accounts. } Auditor.

Bombay, 15th September 1911.

Proportionate Cost of Management.			Proportionate Cost of Establishment.			Grand Total to end of 1910-11.
To end of 31st March 1910.	During 1910-11.	Total to end of 1910-11.	To end of 31st March 1910.	During 1910-11.	Total to end of 1910-11.	
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
15,71,890 15 4	1,97,465 13 11	17,69,356 13 3	18,60,675 14 6	2,60,742 6 7	21,21,418 5 1	4,13,90,296 12 5
} 1,180 0 0	.....	1,180 0 0	3,090 4 9	.....	3,090 4 9	33,223 9 8
} 5,317 0 0	1,874 0 0	7,191 0 0	15,036 6 5	1,873 0 0	16,909 6 5	1,79,119 10 8
} 2,293 0 0	544 0 0	2,837 0 0	7,226 12 11	483 0 0	7,709 12 11	79,495 9 11
} 3,557 0 0	80 0 0	3,637 0 0	15,795 14 5	351 0 0	16,146 14 5	2,65,953 6 10
.....	.....	.....	32 13 5	.....	32 13 5	307 8 1
9 0 0	.....	9 0 0	42 0 0	... ..	42 0 0	279 0 0
4 0 0	.....	4 0 0	39 8 2	.....	39 8 2	251 9 10
67 0 0	.....	67 0 0	312 0 0	.....	312 0 0	1,879 0 0
10,593 5 8	.....	10,593 5 8	7,545 0 3	.....	7,545 0 3	1,06,952 1 11
} 10,869 0 0	4 0 0	10,893 0 0	708 0 0	17 0 0	725 0 0	3,17,469 8 6
235 0 0	.....	235 0 0	531 7 10	.....	531 7 10	4,275 10 5
767 0 0	4 0 0	771 0 0	1,932 15 6	17 0 0	1,949 15 6	15,617 5 8
16,06,802 5 0	1,99,971 13 11	18,06,774 2 11	19,12,969 2 2	2,63,483 6 7	21,76,452 8 9	4,23,98,120 13 11

J. P. ORR,
Chairman.

W. N. SHILSTONE,
Secretary and Chief Accountant.
Secretary's Office, Bombay, 15th September 1911.

APPENDIX IV.

CAPITAL ACCOUNT.

Cost of Departments charged to Works and Schemes.

Budget Estimate for the year 1910-11.	Particulars.	Actual Expenditure for the year ending 31st March 1911.	
Rs.		Rs. a. p.	Rs. a. p.
1,24,004	Engineering Department— Establishment	1,00,569 10 0	
1,200	Temporary Establishment	575 4 8	
2,000	Survey Instruments	290 7 0	
	Contingencies—		
5,000	Stationery	3,576 13 8	
3,000	Printing	1,532 12 0	
3,000	Sundries	1,466 10 5	
1,38,204			(a) 1,08,011 9 9
72,700	Land Manager's Department— Establishment	66,528 15 5	
550	Contingencies— Printing	304 0 0	
3,150	Stationery	2,167 0 1	
400	Sundries	236 9 0	
76,600			(b) 69,234 8 6
28,800	Special Collector's Department— Collectors' Salary	23,863 6 6	
600	Do. Conveyance Allowance	1,448 8 9	
	Do. Pension Contribution	5,196 2 8	
10,125	Do. Deputation Allowance	1,500 0 0	
	Do. Exchange Compensation	2,025 0 0	
21,521	Establishment (including Leave and Pension Contribution)	18,786 13 11	
2,000	Contingencies	1,235 1 11	
63,046			(b) 54,055 1 9
20,154	Expenses of Tribunal ... ..	.....	(b) 32,192 2 7
2,98,004	Grand Total ...Rs.	.....	2,63,483 6 7

(a) Charged proportionately to Works.

(b) Charged proportionately to cost of acquisition.

Examined and found correct.

J. S. MILNE, } Auditor.
 Examiner of Local Fund Accounts.

Bombay, 15th September 1911.

J. P. ORR,

Chairman.

W. N. SHILSTONE,
 Secretary and Chief Accountant.

Secretary's Office, Bombay, 15th September 1911.

APPENDIX V.

GENERAL ACCOUNT.

Revenue.

Budget Estimate for the year 1910-1911.	Statement of Receipts.	Actual receipts for the year ending 31st March 1911.	
Rs.	RENTS AND OTHER PROCEEDS OF PROPERTIES.	Rs. a. p.	Rs. a. p.
	<i>1—Schedule C.</i>		
23,000	The Flats	39,015 9 11	
.....	„ Kennedy Sea Face	857 9 2	
200	„ Cooperage Plot	384 1 7	
32,200	„ Marine Lines Estate	33,234 4 9	
25,800	„ Wellington Lines Plot	27,653 11 4	
34,500	„ Wodehouse Road Plot	32,420 4 3	
.....	„ Dispensary Plot	165 12 6	
1,950	„ Plot, south of Old Town Barracks	1,950 0 0	
60,600	„ Hornby Road Plot	58,384 1 7	
12,850	„ Plot, south of Crawford Market	12,870 9 0	
4,800	„ Plot, north of Municipal Offices	4,766 7 0	
11,200	„ Chowpatty Estate	9,008 9 11	
4,500	„ Parel Estate	8,044 3 4	
2,11,600			2,28,755 4 4
	<i>2—Schedule D.</i>		
3,300	The Connaught Road Estate	3,380 13 5	
24,900	„ Agripáda Estate	33,457 7 8	
1,500	„ Lands at Mátunga	1,624 0 3	
29,700			88,462 5 4
	<i>3—Schedule E.</i>		
1,10,000	The Colába Reclamation (Scheme VII)... ..	.....	1,10,716 3 0
	<i>4—Schedule F.</i>		
200	Lands leased by Government ... ..	.....	204 4 4
	<i>5—Other Lands and Buildings vesting in the Board. Schemes.</i>		
32,500	The First Nágpáda Estate	36,569 13 9	
2,13,200	„ Scheme No. II	2,55,648 3 11	
1,55,300	„ Scheme No. III	1,94,317 12 10	
14,800	„ Scheme No. IV	23,789 4 9	
6,000	„ Scheme No. V	11,252 1 6	
4,000	„ Scheme No. VI	7,564 14 9	
20,000	„ Scheme No. VIII	29,342 3 3	
200	„ Scheme No. XIII	392 4 9	
5,200	„ Scheme No. XXVII	10,412 8 10	
1,66,000	„ Scheme No. XXIX	2,68,511 0 8	
.....	„ Scheme No. XXX	37 12 5	
20,000	„ Scheme No. XXXI	51,724 14 6	
10,000	„ Scheme No. XXXIII	15,429 12 8	
6,47,260			9,04,787 12 7
	<i>Chawls.</i>		
10,400	The Chawls at Agripáda, 4 blocks	8,028 0 0	
28,800	„ „ at Agripáda, 12 blocks	23,785 2 0	
4,300	„ „ at Nágpáda, 2 blocks	4,424 0 0	
9,000	„ Temporary Sheds at Agripáda and Charni Road	8,477 9 11	
27,360	„ Chawls at Chandanwádi	27,302 8 0	
2,400	„ „ behind Plots Nos. 59—61, Princess Street Estate	2,500 6 10	
32,000	„ Imánwáda Chawls	30,044 3 2	
10,600	„ Paltan Road Huts	10,673 6 3	
20,000	„ Permanent Chawls in Scheme VIII	14,575 2 1	
6,000	„ Chawls at Agripáda, 6 blocks	3,706 1 4	
.....	„ „ at Nágpáda, 1 block	1,922 8 0	
1,48,800			1,35,508 15 7
11,47,500	Carried forward ... ..	.....	14,18,434 13 2

Budget Estimate for the year 1910-1911.	Statement of Receipts.				Actual Receipts for the year ending 31st March 1911.		
Rs.					Rs. a. p.		
11,47,500	Brought forward ...				.....	14,18,434	13 2
	5—Other Lands and Buildings vesting in the Board—contd.						
	Police Schemes.						
7,714	The Scheme No. XIV	...	...	...	7,714	3	0
15,399	" Scheme No. XVI	...	...	...	15,398	6	7
2,841	" Scheme No. XVII	...	...	...	.....		
1,737	" Scheme No. XVIII	...	...	...	1,737	5	11
8,192	" Scheme No. XIX	...	...	...	.....		
3,763	" Scheme No. XXIII	...	...	...	.....		
8,854	" Scheme No. XXIV	...	...	...	.....		
48,500						24,849	15 6
8,35,000	Contribution from Municipal Funds	...	...	...	.....	8,35,000	0 0
	Refund of Municipal Taxes—						
	Schedule C	...	...	...	Rs. a. p.		
	" D	...	...	...	4,675 15 6		
	" E	...	...	...	1,458 12 11		
					449 0 8	6,583	13 1
	Scheme I	...	...	...	187 4 2		
	" II	...	...	...	21,820 12 10		
	" III	...	...	...	17,401 14 10		
	" IV	...	...	...	1,068 13 3		
	" V	...	...	...	11 7 6		
	" VI	...	...	...	16 10 8		
50,000	" VIII	...	...	...	5,902 13 9		
	" IX	...	...	...	3 1 0		
	" XXVII	...	...	...	563 15 10		
	" XXIX	...	...	...	8,079 15 4		
	" XXXI	...	...	...	33 4 1		
	" XXXIII	...	...	...	1,100 10 2	56,185	11 5
	Scheme XIV	...	...	...	1,334 2 6		
	" XVI	...	...	...	3,678 10 6		
	" XVII	...	...	...	849 3 10		
	" XVIII	...	...	...	483 0 3		
	" XIX	...	...	...	767 13 2		
	" XXIII	...	...	...	1,143 4 11	8,261	3 2
	" VIII Paltan Road Huts	...	...	...	.....	40	10 11
						71,071	6 7
1,00,000	Interest on Investments	...	...	...	62,723 12 6		
	Interest on Temporary Investment of Cash Balance	...	...	...	90,702 11 5		
	Interest on Security Deposits	...	...	...	1,952 15 11		
						1,55,379	7 10
75,000	Receipts from Property Tax under section 73 of the Act	...	...	...	.....	53,300	0 0
.....	Unclaimed Wages Account (Revenue)	...	...	...	1,416 6 8		
5,000	Receipts from Hire of Steam Rollers	...	...	...	3,776 4 0		
						5,192	10 8
22,61,000	Grand Total	...	...	...	.....	25,63,228	5 9

The Board's claim against the Municipality under section 73 of the Act was for Rs. 99,459 payable on 1st December 1909 and Rs. 1,31,921 payable on 1st December 1910. The Municipality paid Rs. 53,300 only, and at their suggestion the Board did not press for the balance of Rs. 1,78,680, because the money paid would have had to be repaid to the Municipality under section 79 of the Act (*vide* T. R. No. 111 of the 16th May 1911).

Examined and found correct.

J. S. MILNE,
Examiner of Local Fund Accounts. } Auditor.
Bombay, 15th September 1911.

J. P. ORR,
Chairman.

W. N. SHILSTONE,
Secretary and Chief Accountant.
Secretary's Office, Bombay, 15th September 1911.

APPENDIX VI.

GENERAL ACCOUNT.

Expenditure.

Budget Estimate for the year 1910-1911.	Statement of Charges.	Actual Expenditure for the year ending 31st March 1911.	
Rs.		Rs. a. p.	Rs. a. p.
	MAINTENANCE OF PROPERTIES.		
	1—Schedule C.		
5,700	The Flats	9,162 14 3	
.....	" Kennedy Sea Face	25,463 13 11	
900	" Cooperage Plot	1,001 10 6	
900	" Marine Lines Estate	593 3 3	
600	" Secretariat Plot	184 11 3	
1,700	" Wellington Lines Plot	1,827 3 2	
800	" Chaupati Estate	936 14 2	
1,800	" Parel Estate	1,729 9 10	
12,400			40,900 0 4
	2—Schedule D.		
.....	The Connaught Road Estate	90 12 6	
500	" Agripada Estate	843 1 9	
100	" Lands at Matunga	55 14 8	
600			989 12 11
	3—Schedule E.		
1,800	The Foreshores, Colaba, Walkeshwar and Mahalaxmi ... ..	.....	1,959 8 5
900	Colaba Reclamation (Scheme VII) ... ..	.....	.....
2,700			
	4—Other Lands and Buildings vested in the Board.		
.....	The First Nagpada Estate	1,188 4 5	
7,000	" Scheme No. II	7,716 14 4	
22,000	" " III	17,563 7 0	
1,700	" " IV	1,451 0 8	
600	" " V	1,264 4 0	
1,200	" " VI	1,725 4 9	
5,500	" " VIII	6,095 3 5	
.....	" " XIII	11 1 6	
800	" " XXVII	963 8 11	
28,000	" " XXIX	26,382 6 7	
.....	" " XXX	0 7 3	
3,500	" " XXXI	6,428 9 10	
1,500	" " XXXIII	1,680 10 0	
72,100			72,421 2 8
	Chawls.		
7,000	The Chawls at Agripada, 4 blocks	4,994 13 9	
11,000	" " " 12 "	11,534 2 6	
2,000	" " Nagpada 2 "	3,348 7 10	
7,200	" " Chandanwadi	5,985 1 0	
700	" " behind 59—61, Princess Street	446 2 4	
500	" Temporary sheds at Agripada	388 13 6	
2,000	" Semi-permanent huts at Charni Road	1,415 9 4	
7,500	" Imamwada Chawls	3,844 13 5	
.....	" Chawls at Agripada, 6 blocks	452 5 2	
.....	" " Nagpada, 1 block	145 10 3	
1,000	" " Mandvi-Koliwada	1,313 10 3	
2,000	" Paltan Road Huts	4,004 4 1	
.....	" Chawls at Sooparibaug	12 0 0	
41,000			37,885 13 5
10,000	Land Superintendent's Department ... ..	.....*	.....
	5—Maintenance of Streets.		
7,600	Schedule C	9,655 14 10	
.....	" D	11,364 0 5	
.....	" E	631 11 2	
.....	Schedule I	2,731 4 4	
11,000	" II	6,503 14 8	
10,400	" III	5,917 2 1	
8,400	" IV	6,852 7 4	
7,500	" VIII	4,992 10 11	
.....	" XXVII	466 4 0	
44,900	Carried over ... ..	.....	49,120 5 9
			2,03,276 11 6

* Distributed over other items.

Budget Estimate for the year 1910-1911.	Statement of Charges.	Actual Expenditure for the year ending 31st March 1911.	
Rs.		Rs. a. p.	Rs. a. p.
.....	MAINTENANCE OF PROPERTIES— <i>continued</i>.	.....	2,03,276 11 6
	Brought forward ...		
	6— <i>Maintenance of Administrative Offices.</i>		
5,400	The Administrative Offices ...	7,599 12 9	
6,000	„ Special Collector's Office ...	.....	
100	„ Central Stores and Pay Shed ...	105 2 11	8,04 15 8
11,500			
22,000	7—Maintenance of Tools and Plant ...	.....	12,972 8 11
500	8—Maintenance of Office Furniture ...	.....	264 1 11
22,500	9— <i>Municipal Rates and Taxes.</i>		2,24,513 6 0
	Schedule C ...		
	„ D ...		
	„ E ...		
	Administrative Offices ...		
	Central Stores and Pay Shed ...		
	Stores at Agripáda ...		
	Other lands and buildings—		
	Scheme I ...		
	„ II ...		
	„ III ...		
	„ IV ...		
	„ V ...		
	„ VI ...		
	„ VIII ...		
	„ IX ...		
	„ XIII ...		
	„ XXVII ...		
	„ XXIX ...		
	„ XXXI ...		
1,90,400	„ XXXIII ...		
	Chawls at Agripáda, 4 blocks ...		
	„ „ 12 „ ...		
	„ Nágpáda, 2 „ ...		
	„ Chandauwádi ...		
	„ behind plots 59 — 61, Princess Street ...		
	„ at Agripáda, 6 blocks ...		
	Temporary sheds at Agripáda and Charni Road ...		
	Imáruwáda Chawls ...		
	Temporary Huts, Paltan Road ...		
	Scheme XIV ...		
	„ XVI ...		
	„ XVII ...		
	„ XVIII ...		
	„ XIX ...		
	„ XXIII ...		
	„ XXIV ...		
2,11,200	Sinking Fund (Loan of 1899, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909 and 1910) ...		1,72,094 13 3
17,00,000	Interest on Debenture Loans of 1899, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909 and 1910 ...	16,98,640 9 9	2,11,254 0 8
	Interest on Security Deposits ...	1,952 15 11	
.....	Unclaimed Wages (Revenue) paid ...	778 1 0	17,00,593 9 8
9,500	Commission for collecting interest and with-drawing fees (Bank of Bombay) ...	.....	
	Commission for paying interest (Chartered Bank) ...	212 8 0	
	Interest payable under section 68 (1) of the Act—	9,341 5 0	
1,21,100	To Government ...	46,440 2 0	10,122 6 0
15,000	To the Corporation ...	37,841 0 0	
24,64,900	Grand Total Rs. ...	.....	84,281 2 0
			24,02,864 5 7

Examined and found correct.

J. S. MILNE,
Examiner of Local Fund Accounts. } Auditor.

Bombay, 15th September 1911.

J. P. ORR,
Chairman.

W. N. SHILSTONE,
Secretary and Chief Accountant.

Secretary's Office, Bombay, 15th September 1911.

1899.					
March 31st—By Balance ...	...	...	...	Cr. Rs.	1,80,067 0 0
1900.					
March 31st—By Balance ...	...	...	...	Cr. Rs.	1,07,554 10 7
1901.					
March 31st—By Balance ...	...	...	...	Cr. Rs.	4,60,106 5 5
1902.					
March 31st—By Balance ...	...	...	...	Cr. Rs.	4,41,258 2 5
1903.					
March 31st—By Balance ...	...	...	...	Cr. Rs.	5,22,307 12 9
1904.					
March 31st—By Balance ...	...	...	...	Cr. Rs.	1,81,486 10 2
1905.					
March 31st—By Balance ...	...	...	...	Cr. Rs.	67,141 9 4
1906.					
March 31st—By Balance ...	...	...	...	Cr. Rs.	1,20,336 1 9
1907.					
March 31st—To Balance ...	...	...	...	Dr. Rs.	Rs. 20,80,318 4 5 56,081 4 2
1908.					
March 31st—To Balance ...	...	...	...	Dr. Rs.	1,22,781 3 10
1909.					
March 31st—To Balance ...	...	...	...	Dr. Rs.	1,25,306 10 10 <u>Rs. 3,04,169 2 10</u>
1910.					
<u>Rs. 17,78,149 1 7</u>					
1911.					
March 31st—By Balance ...	...	...	...	Cr. Rs.	52,615 1 8
1911.					
March 31st—By Balance ...	...	...	...	Cr. Rs.	1,60,364 0 2 <u>Rs. 2,12,970 1 5</u> <u>Rs. 19,89,128 3 0</u>

J. S. MILNE,
Examiner of Local Fund Accounts. } Auditor.

J. P. ORR,
Chairman.

W. N. SHILSTONE,
Secretary and Chief Accountant.

Secretary's Office, Bombay, 15th September 1911.

APPENDIX

Sinking Fund

Description of Loan.	Year of Loan.	Date of issue of Loan.	Date of redemption of Loan.	Currency of Loan.	Amount raised.	Average rate of issue.	½ yearly interest payable.	Basis.
Debenture Loan ...	1899	1st November 1899.	1st November 1959.	60 years.	50 lakhs.	Rs. a. p. 96 0 0	Rs. 1,00,000	Per cent. 4
Do. ...	1901	6th September 1901.	6th September 1961.	"	30 "	95 4 0	60,000	4
Do. ...	1902	15th July 1902.	15th July 1962.	"	30 "	93 2 0·6	60,000	4
Do. ...	1903	26th August 1903.	20th August 1963.	"	60 "	100 4 0	1,20,000	4
Do. ...	1904	7th September 1904.	7th September 1964.	"	50 "	102 5 9·438	1,00,000	4
Do. ...	1905	12th September 1905.	12th September 1965.	"	30 "	103 10 2·75	60,000	4
Do. ...	1906	2nd October 1906.	2nd October 1966.	"	20 "	100 15 9	40,000	3
Do. ...	1907	24th September 1907.	24th September 1967.	"	15 "	98 4 1·671	30,000	3
Do. ...	1908	8th September 1908.	8th September 1968.	"	30 "	96 3 3·39	60,000	3
Sterling Loan ...	1909	1st July 1909.	1st July 1969.	"	84,99,000*	95 12 0	1,69,980	3
Do. ...	1910	1st July 1910.	1st July 1970.	"	49,95,000†	99 0 0	99,900	3
Total ...	...	.....	.....	.....	4,49,94,000	.....	8,99,880	...

*(£566,600 @ 1s. 4d.)

†(£333,000 @ 1s. 4d.)

Examined and found correct.

J. S. MILNE,
 Examiner of Local Fund Accounts. } Auditor.
 Bombay, 15th September 1911.

VIII.

Statement.

Sinking Fund.								
Amount payable $\frac{1}{2}$ yearly.	Total amount paid to date.	Interest accrued to date.	Total amount, including interest.	Nominal value of Investment up to date in 4 per cent. Stock.	Nominal value of Investment in Municipal Debentures.	Nominal value of Investment in Improvement Trust Debentures.	Cost of Investment.	+ or - balances under Sinking Fund.
Rs. a. p. 10,240 and 10,564 from 15-5-08.	Rs. a. p. 2,27,224 0 0	Rs. a. p. 58,552 3 9	Rs. a. p. 2,85,776 3 9	Rs. 2,90,000	Rs. 1,15,500	Rs. 1,74,500	Rs. a. p. 2,85,901 6 9	Rs. a. p. -125 3 0
6,280 0 0	1,18,040 0 0	22,009 10 2	1,35,049 10 2	1,36,500	41,000	95,500	1,34,942 9 9	+107 0 5
6,280 0 0	1,00,480 0 0	16,486 15 8	1,16,966 15 8	1,18,000	24,000	94,000	1,17,123 1 5	-156 1 9
12,500 0 0	1,75,840 0 0	24,306 0 3	2,00,146 0 3	2,00,500	13,000	1,87,500	2,00,349 2 2	-203 1 11
10,240 and 10,493 from 15-1-08.	1,24,651 0 0	14,197 4 10	1,38,848 4 10	1,39,500	.....	1,39,500	1,39,305 3 7	-456 14 9
6,280 0 0	62,800 0 0	5,863 7 2	68,668 7 2	69,500	.....	69,500	68,932 6 6	-263 15 4
6,037-0-8 & 6,048-0-8 from 1-1-08.	49,078 5 4	3,516 14 10	52,590 4 2	53,500	.....	53,500	52,645 13 1	-58 8 11
4,609 9 10	27,657 11 0	1,409 3 3	29,066 14 3	29,500	.....	29,500	29,014 14 10	+51 15 5
9,219 5 8	36,877 6 8	1,081 7 4	37,958 14 0	38,500	.....	38,500	38,065 11 10	-106 13 10
25,654 4 0	76,962 12 0	1,417 0 6	78,379 12 6	79,000	.....	79,000	78,810 0 6	-430 3 6
15,077 8 4	15,077 8 4	.....	15,077 8 4	15,000	.....	15,000	15,249 5 7	-171 13 3
.....	10,09,683 11 4	1,48,645 3 9	11,58,528 15 1	11,69,500	1,93,500	9,76,000	11,60,342 11 6	-1,813 12 5

J. P. ORR,
Chairman.

W. N. SHILSTONE,
Secretary and Chief Accountant.
Secretary's Office, Bombay, 15th September 1911.

NOTE.—

The Routes referred to in Discussion on Main Roads in Appendix A are—

Thick red line—Eastern Avenue—existing, but to be

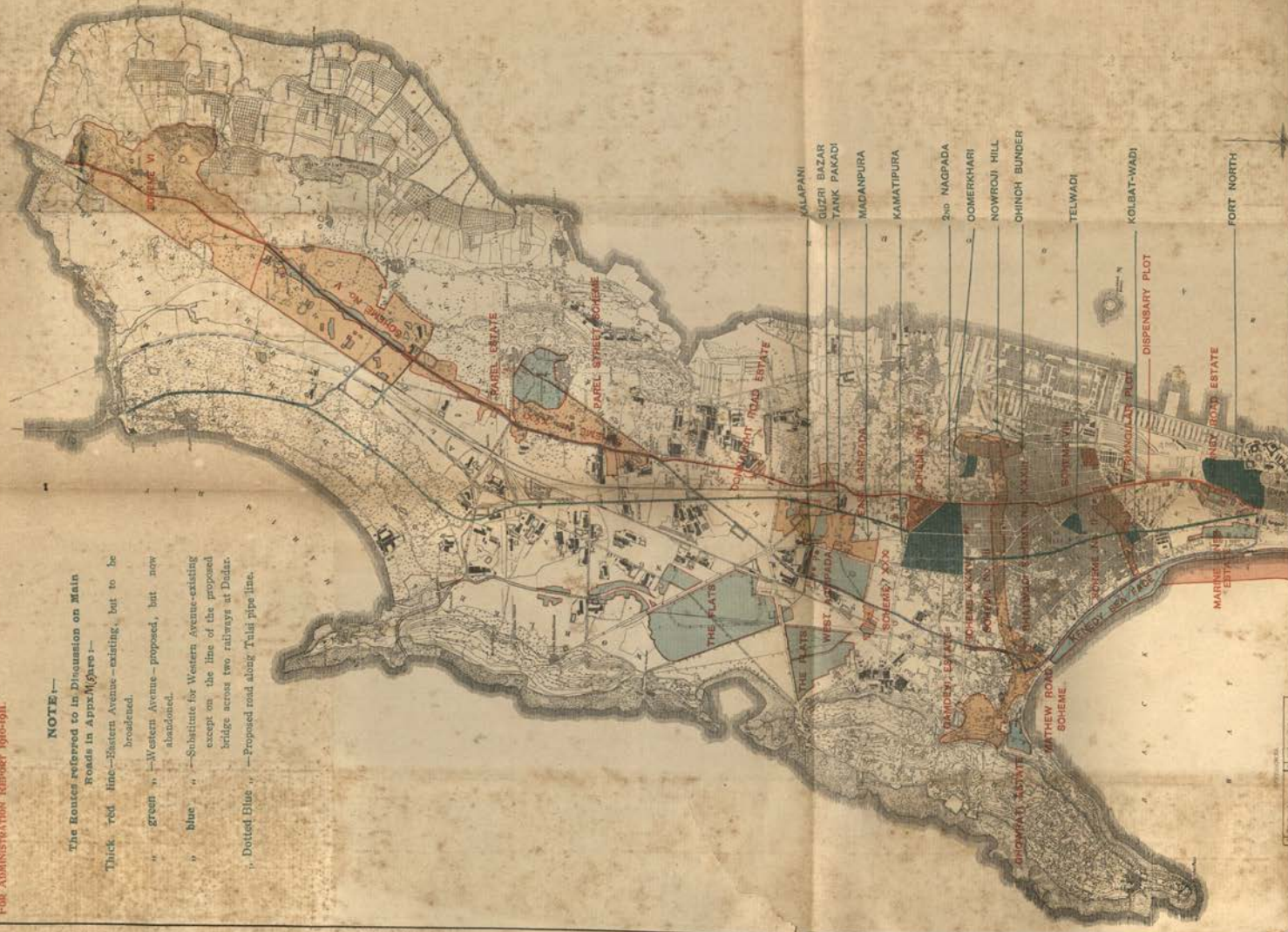
broadened.

" green "—Western Avenue—proposed, but now

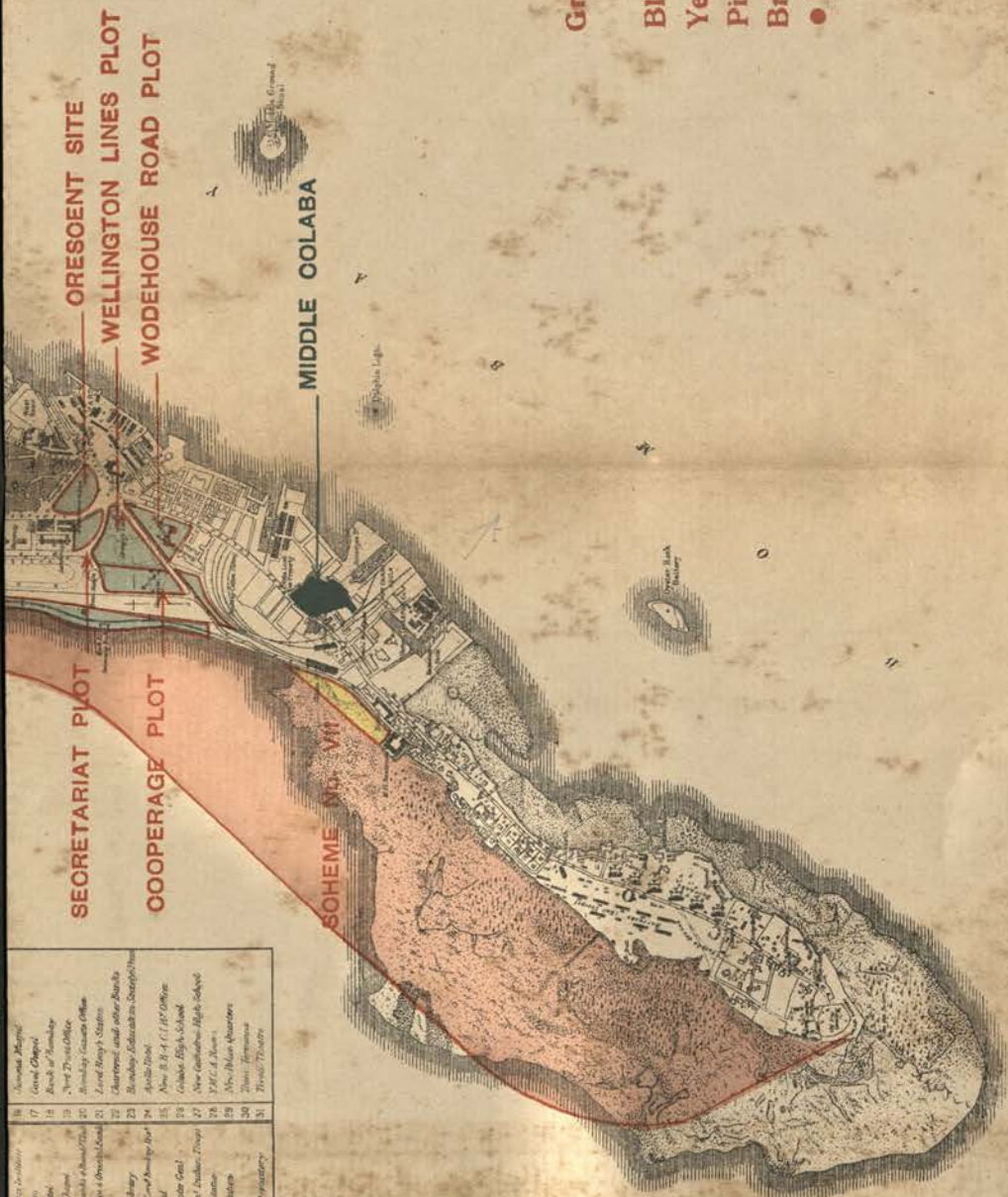
abandoned.

" blue "—Substitute for Western Avenue—existing except on the line of the proposed bridge across two railways at Duder.

" Dotted Blue "—Proposed road along Tala pipe line.



1	Secretariat	16	General Hospital
2	Magistrate's Office	17	General Hospital
3	Magistrate's Office	18	General Hospital
4	Magistrate's Office	19	General Hospital
5	Magistrate's Office	20	General Hospital
6	Magistrate's Office	21	General Hospital
7	Magistrate's Office	22	General Hospital
8	Magistrate's Office	23	General Hospital
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12	Magistrate's Office	27	General Hospital
13	Magistrate's Office	28	General Hospital
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15	Magistrate's Office	30	General Hospital
16	Magistrate's Office	31	General Hospital
17	Magistrate's Office	32	General Hospital
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81	Magistrate's Office	96	General Hospital
82	Magistrate's Office	97	General Hospital
83	Magistrate's Office	98	General Hospital
84	Magistrate's Office	99	General Hospital
85	Magistrate's Office	100	General Hospital



Map OF THE ISLAND OF BOMBAY

CONSTRUCTED ON REDUCTION
FROM COLONEL LAURENCE'S MAP OF 1872
WITH ALTERATIONS PRINCIPALLY AS REGARDS NEW ROADS UP TO
1897.

SCALE 2400 FEET TO AN INCH.

REFERENCE.

- Green Areas in respect of which Official representations have been made by the Municipal Commissioner.
- Blue Areas vested in the Trust.
- Yellow Reclamation Scheme. (Executed)
- Pink " " under consideration of Govt.
- Brown Schemes in progress or proposed.
- P. Police accommodation.

R. L. L.

A. M. I. C. E.,
TRUST ENGINEER.

BOMBAY IMPROVEMENT TRUST.
CHUNAM-KILN-ROAD-STREET
SCHEME N° XXXVI

SCALE 1 IN. = 40 FT



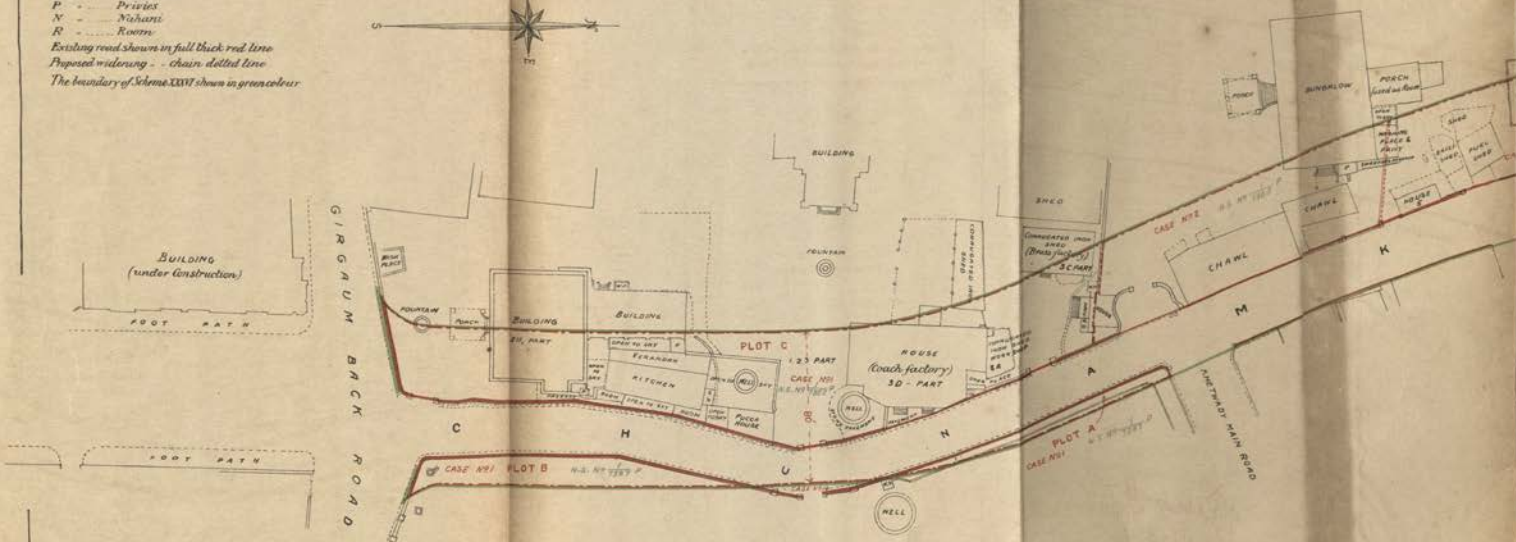
REFERENCES

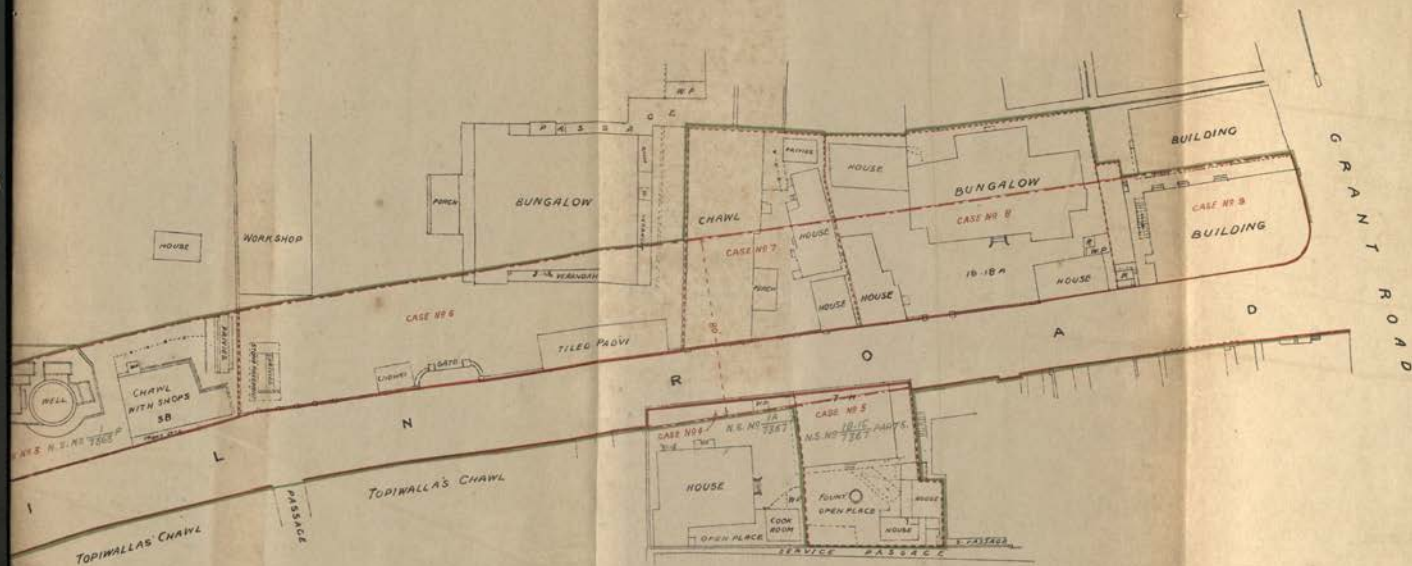
W.P. - Washing Place
W.S. - Water Store
P. - Privies
N. - Nubars
R. - Rooms

Existing road shown in full thick red line

Proposed widening - - chain dotted line

The boundary of Scheme XXXVI shown in green colour





Abhaya
8/11
of 331/1071/11

Robert
8.VIII.11

AMICE
Trust Engineer
(6)

Bombay Improvement Trust

SCHEME N° III

SANDHURST-ROAD-EAST.
(FROM FALKLAND ROAD TO ELPHINSTONE BRIDGE)

PIAN

Showing development of Building Plots.

SCALE 240 FT. = 1 INCH



4/15/11
ASSIST. ENGR

Recd
7. VIII. 11
ANICE
TRUST ENGINEER

Digitized with financial assistance from

Government of Maharashtra

on 01 February, 2020

BOMBAY IMPROVEMENT TRUST
Nowroji Hill, Scheme XXIX.,

